The Literary Digest

NEW YORK, JUNE 6, 1931

TOPICS OF THE DAY

Too Much Wheat for a Hungry World

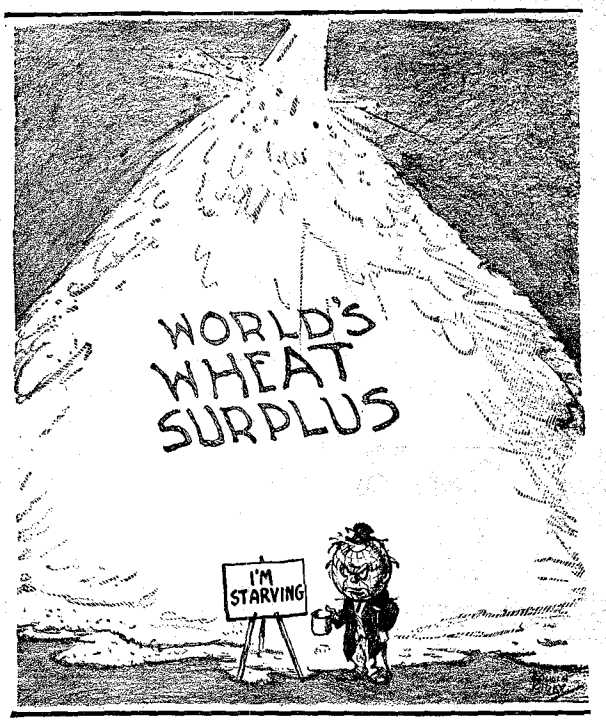
HUNGER LOOMS LARGE in human history as the traditional impulse for migrations and wars. But now comes a new and inexplicable chapter, observes the Minneapolis *Tribune* in our great milling center—"we now have a world with so much bread in it that bread has become a problem."

That the "shredded-wheat conference at London," as the Brooklyn *Eagle* calls it, should have adjourned without action and with nothing much more than a pious wish, is deplored in some quarters, tho it seems to astonish no one. For our editors have not been able to see what the representatives of the wheat-growing countries could do to solve the problem of a growing production and diminishing consumption of wheat.

The exporting countries, it seems, will have by August first an exportable surplus of 364,000,000 more bushels of wheat than the importing countries normally require. So we are reduced to the strange sight of great nations hoping for a crop failure, observes the Minneapolis *Tribune* in the already quoted editorial—

"The wheat-growing nations of the world are thus reduced to the irrational business of praying for crop failures so that there will not be so much bread in the world, and so that those who are bread-hungry will have to pay more for it. At this stage all classical political economy seems to have gone awry, and the theory of real wages takes on the nebular and incomprehensible quality of Einstein mathematics.

"We who were taught to pray for our daily bread are now praying that it be taken away from us, as strange a departure in theology as it is in economics."



Higher Economics

—Kirby in the New York "World-Telegram."

"GIVE us this day our daily bread," has been too abundantly answered, continues the Richmond *News-Leader*, noting the strange paradox that while wheat is too cheap to sell, it is still too dear for millions to buy:

"If the world's cheapest wheat could be transported by the world's most economical carriers to the ports of famine-curst China, it would still be too high for the average native to buy.

"A surplus of wheat used to be seasonal, now it is mechanical; not the result of a succession of favorable years, but the result of the acquisition of machinery that makes it easy to plant and to reap an ever-expanded acreage.

"The tractor and the combine have been as potent an influence as Russia in making America's wheat problem acute. It is almost impossible to control wheat production by a farmer who has all his money tied up in expensive machinery and open land. His wheat crop represents fifty-five days' work a year. Any other crop than cereals calls for at least twice as much labor.

"Not until he has exhausted all possibility of government subsidy, and has seen wheat drop below the margin of profitable production, will the Western wheat farmer quit or devote himself to other crops.

"Fifty-cent wheat may be a reality in the world market before the adjustment is made, and better times come, as come they will."

BUT "there must be a way of bringing groaning elevators in the farm regions and hungry families in the world's cities together," reflects the Albany *Knickerbocker Press*.

And it was to find such a way that the delegates from eleven wheat-producing countries—United States, Canada, Russia, Australia, Argentina, Bulgaria, Hungary, India, Poland, Roumania, and Jugo-Slavia—met and conferred in London during the week of May 18. The chairman was G. Howard Ferguson, Canadian High Commissioner in London, and our chief representative was Samuel R. McKelvie, wheat member of our Federal Farm Board. Every one agreed on the nature of the problem, described by Mr. Ferguson as "a most unusual and abnormal situation, which is forcing the agricultural countries to see wheat at figures very much below the cost of production."

But when it came to doing something about it—that was different.

A general agreement on some kind of export quota scheme was definitely opposed by the American delegation. And on the other hand, the American suggestion that each country restrict production was as unsatisfactory to other countries, particularly Russia.

Russia also offered one reservation to the quota scheme which might have been fatal, aside from American disagreement. This was the demand that the export quota be based on prewar exports, that is, based on a time when Russia was the greatest grain-exporting country of the world, and before several of her now greatest competitors had become important figures in the market. As Charles A. Selden writes in a London dispatch to the New York *Times:*

"Two scapegoats emerge from the fiasco—Soviet Russia and the United States.

"Russia is damned by the United States, Canada, Australia, and Argentina for wrecking the conference with proposals impossible of acceptance, but made in overeager effort to drive a hard bargain. But Poland, Hungary, and the three Balkan grain States are inclined to give sympathetic consideration to the Soviet plan. Something may come of that later.

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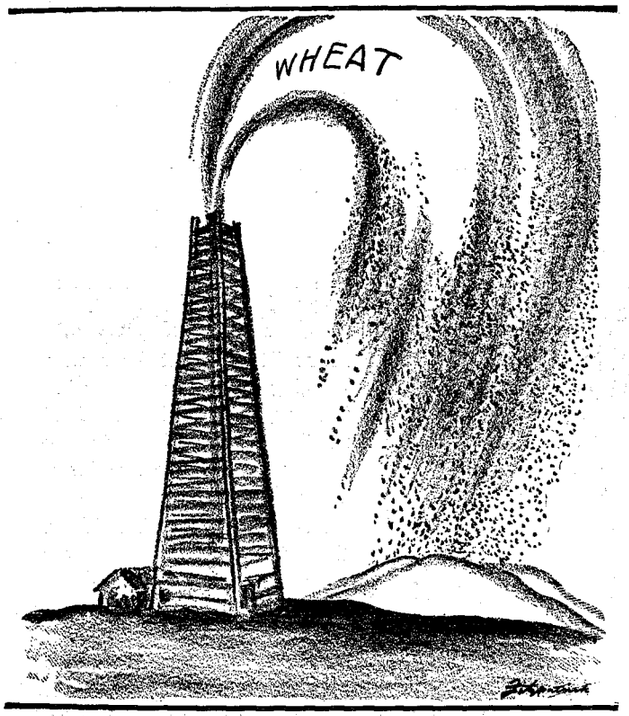
"The other scapegoat, the United States, apparently came to the conference without the slightest interest in it or the slightest intention of cooperating, but accepted the invitation merely because it was weary of being condemned by the rest of the world for its aloofness.

"Like Russia, she is damned for wrecking the conference, but in her own way—first, by refusing to consider the plans offered by any other country, and second, by offering nothing herself but



How to Cap This Gusher?

—Fitzgerald in the St. Louis "Post-Dispatch."

a revamped United States Farm Board lecture to persuade American farmers to reduce their wheat acreage."

After adjournment, Mr. McKelvie made this statement explaining the position of this country:

"The United States will continue to urge her farmers to reduce their output, but we will continue to be an export country without, however, indulging in dumping.

"Nothing has been done here to prevent Russia's dumping if she sees fit, and she has not been asked to change her methods, for Russia has the same right we have to sell her wheat wherever, whenever, and for whatever price she sees fit. But eventually she will discover it is unprofitable for herself."

THE last gasp of the conference, continues this correspondent, was "a resolution declaring that there is a world-wide depression, that markets are now uncertain, that there is more wheat than can be sold at a profit, and that the world needs more statistics."

Some comfort is found by wheat-State papers like the Topeka *Capital* and Muskogee *Phoenix* in the fact that the London conference brought the problem into the open, assured us of the need of a remedy, and laid the ground for successful negotiations some time in the future.

But this is by no means a characteristic feeling. Nothing of a constructive nature was done, comments the Wichita *Beacon*, in our leading wheat-growing State. "Conflicting opinions, discord, envy, frustrated the aims of the conference," it continues, while "deep impenetrable gloom, thick as London fog itself, enveloped the conference's closing session." And the final warning comes from the Kansas daily: "You will not attempt to hold your breath nor let your whiskers grow until that happy time when agricultural relief is obtained through international conversations."

"The outcome was foreordained, and the gathering was merely a silly gesture fostered by those who have little understanding of the fundamental rules of economics," declares the Sioux Falls *Argus Leader* in the great wheat State of South Dakota.

"There is only one way in which wheat overproduction, as well as overproduction in other lines, can be checked, and that is through the natural workings that accompany a drop in price to profitless levels. Establishment of artificial systems to prevent the operation of the law of supply and demand only prolongs the agony. Impressive evidence of this may be found in the experiments with rubber, coffee, and sugar.

"The only salvation for the American wheat farmer lies in the reduction of production to the point where the tariff will become operative."

AFTER the solemn discussion of the need of curtailing production, the nations represented at London "will return home, as it were, and grow more wheat," remarks the Helena *Independent:*

"They will selfishly strive to produce wheat for less than the other fellow. Each will study to put the grain to new uses, which will insure a greater consumption. Each will seek new channels through which to market the crop, and each wheat-growing nation will try to be the first to offer its grain to countries where it is needed. It is generally admitted that the attempt of the United States to curtail production and thus stabilize the wheat market has failed.

"If Montana, Kansas, and Minnesota can not be brought into an agreement, or pledged to try out the theories of the Farm Board, what chance have we to hope that Russia, Canada, and the Argentine will succeed in or attempt a program of regulating production which will benefit the wheat-growing countries of the entire world?"

It was shown at the London conference, says the Boise *Idaho Statesman* in another wheat State, "that the great wheat-growing countries will never enter into any workable agreement limiting acreage, and that the problem is one for each individual country to work out independently." The Idaho editor continues:

"In all probability the wheat-grower will continue to produce more than can be consumed until he, as an individual, realizes the fallacy in hoping against hope for some kind of magic legislation, and makes up his mind to plant some crop which can be marketed at a fair price.

"The question arises: but what about the untold thousands of acres of land on which no crop can be raised but wheat? Well, if that land were devoted to wheat, and that land only, perhaps the surplus problem would be solved."

The wheat situation is pretty much hopeless, the St. Joseph *News-Press* feels, for the simple reason that "Russia is out to wreck the market; The Bear That Walks Like a Man has plunged into the world's granaries to claw down the price of wheat with havoc and violence more appalling than any counterpart in Wall Street." The fact that Russia was a party to it was sufficient reason for our not going into the pooling agreement, thinks the Detroit *Free Press*, for "a quotaized pooling agreement with a gang like that would not be worth the paper it was written on." And the Richmond *Times-Dispatch* concludes:

"Embargoes on Russian wheat may be necessary, for the world can not permit one nation to seize a world market because she has succeeded in whipping her agriculturalists into craven submission to a Communist dictatorship."

BUT we share the blame with Russia for the failure of the conference, other editors observe. If we did not intend to cooperate, we should never have sent delegates, agree the New York *Times* and New York *Journal of Commerce*, and the Philadelphia *Record* condemns our refusal to join in the wheat pool:

"Are we to back cooperation in armament reduction—and oppose it in wheat production?

"The export-quota plan is reasonable, fair, and workable. It regulates the international trade without restricting domestic operations. It protects growers, dealers in grain, and consumer.

"The United States Government is no whit wiser or more worthy of respect in its position at the wheat conference than is Russia."

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Conscience versus Citizenship

AMERICA MAY RENOUNCE WAR under the Pact of Paris, but Americans may not follow suit.

Thus the Hartford *Courant* sums up its comment on the decision of the United States Supreme Court that Dr. Douglas Clyde Macintosh of Yale and Miss Marie Averill Bland, both Canadians, both war-haters, are not eligible for American citizenship.

Incidentally, the high court states plainly the axiom that the Constitution is a higher law than the private conscience.

Professor Macintosh, theologian, author, Y. M. C. A. worker, was a chaplain in the Canadian Army during the World War.

Miss Bland was a nurse in the American Army.

But when they applied for United States citizenship, the New York *Times* reminds us, quoting from the Supreme Court ruling, "Dr. Macintosh 'would not promise in advance to bear arms in defense of the United States unless he believed the war to be morally justified.' Miss Bland refused to take the oath of allegiance to defend the Constitution and the laws of the land, except with the written interpolation, 'as far as my conscience as a Christian will allow,' altho she was willing to pledge herself to go to war as a nurse." The applicants were denied citizenship.

They appealed their cases, and were upheld by the Circuit Court of Appeals, which held, as *The Times* recalls, that "the rights of conscience are inalienable rights which a citizen need not surrender."

But the Supreme Court reverses this and bars the two Canadians. The Court was divided. Mr. Justice Sutherland read the majority opinion, in which he was joined by Justices McReynolds, Roberts, Van Devanter, and Butler. Chief Justice Hughes spoke for the minority, which included, besides himself, Justices Holmes, Brandeis, and Stone.

Justice Sutherland's attitude on the matter was unequivocal, the New York *Times* relates, and "he raised his voice emphatically at times in delivering the majority opinion." Closely following "the view of the Supreme Court in the Rozika Schwimmer case," he said in the Macintosh case:

"It is not within the province of the courts to make bargains with those who seek naturalization. They must accept the grant and take the oath in accordance with the terms fixt, or forego the privilege of citizenship. There is no middle choice. If one qualification of the oath be allowed, the door is opened for others, with utter confusion as the probable final result."

CHIEF JUSTICE HUGHES, however, said that Congress had not required all applicants for citizenship to take up arms. Pointing out the requirements for naturalization, he said:

"Among the specific requirements as to beliefs, we find none to the effect that one shall not be naturalized if by reason of his religious convictions he is opposed to war and is unwilling to bear arms. In view of the questions which have repeatedly been brought to the attention of the Congress in relation to such beliefs, and having regard to the action of the Congress when its decision was of immediate importance in the raising of armies, the omission of such an express statement from the naturalization statue is highly significant."

This "straightforward decision" of the highest tribunal, in the opinion of the Washington *Post*, "should put an end to the clamor of pacifists for citizenship privileges." But this journal, which refers to the "muddy thinking" and the "flimflam philosophy" of the Circuit Court of Appeals, finds many opposing it. The Baltimore *Sun*, for example, declares that the nation has been "made safe for morons."

Judges sometimes have to make decisions, in expounding the law, "which seem to the untutored laymen full of unrealities," observes *The Times*. The case of Dr. Macintosh, it continues, "plainly involves a legal principle, but one that appears to be entirely remote from the personality of the man." Reading on:

"He is not a conscientious objector. He is not even a thoroughgoing pacifist. As a matter of fact, he served with Canadian troops as a chaplain in the World War, and later with the American Army. Further than that, there is no likelihood whatever, that he would in any event be called upon to bear arms, since he is fifty-four years of age. Conscription could not possibly reach him. Even if he approved a future war and volunteered to take part in it, he would not be accepted for military service. If he were a Quaker, Congress would not compel him to bear arms.

"All these considerations the Supreme Court necessarily put aside. It had to deal not with an individual man but with a general principle of law."

IN announcing his decision, Mr. Justice Sutherland, as quoted by the New York *Herald Tribune*, painted a striking picture of the rights and duties of the nation and individual in war time:

International photograph

They Want to Think Before They Fight

Dr. Macintosh and Miss Bland.

"To the end war may not result in defeat, freedom of speech may, by an act of Congress, be curtailed or denied, so that the morale of the people and spirit of the Army may not be broken by seditious utterances; freedom of the press may be curtailed to preserve our military plans and movements from the knowledge of the enemy; deserters and spies put to death without indictment or trial by jury; ships and supplies requisitioned; property of alien enemies theretofore under the protection of the Constitution seized without process and converted to the public use without compensation and without due process of law in the ordinary sense of that term; prices of food and other necessities of life fixt or regulated; railways taken over and operated by the Government, and other drastic powers wholly inadmissible in time of peace exercised to meet the emergencies of war.

"The conscientious objector is relieved from the obligation to bear arms in obedience to no constitutional provision, express or implied; but because, and only because, it has accorded with the policy of Congress thus to relieve him.

"The applicant for naturalization is unwilling to leave the question of his future military service to the wisdom of Congress, where it belongs, and where every native born or admitted citizen is obliged to leave it.

"When he speaks of putting his allegiance to the will of God above his allegiance to the Government, it is evident, in the light of his entire statement, that he means to make his own interpretation of the will of God the decisive test."

IT seems to Chief Justice Hughes, however, that the Yale professor is the sort of citizen we want, pacifism or no pacifism. And he expresses himself thus, according to *The Herald Tribune:*

"It seems to me that the applicant has shown himself in his behavior and character to be highly desirable as a citizen, and if such a man is to be excluded, I think the disqualification should be found in unambiguous terms and not in an implication which shuts him out and gives admission to a host far less worthy."

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The Railroads' Plea for $400,000,000 More Steam

HOW ABOUT THAT $400,000,000 freight-rate increase for the railroads?

Would it serve as a powerful locomotive to pull all industry out of the valley of depression, or would it be a runaway engine that would pile up in a fatal business wreck?

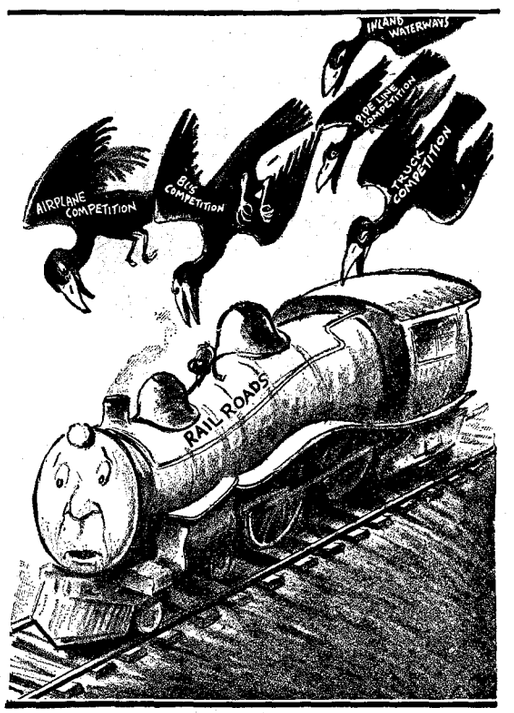
Both view-points have competent and persuasive spokesmen. Editorial steam is up, and the train of varied comment suggests a string of vari-colored box-cars speeding along while the countryside watches.

First comes a car bearing the name of the Philadelphia *Record*, and we read: "Better times for railroads might mean better times for all of us." But there is another, the New Haven *Register's*, and it says that the proposed freight increase would be "a most deadly attack on industry."

Thus the train speeds along, flashing divers opinions. From the New York *World-Telegram* we pick a concise summary of the problem that must be decided by the Interstate Commerce Commission:

"Some think higher rates would not only check the slump of railroad incomes and protect the billions of dollars in rail securities, but would also, by putting the roads back in the buying markets, provide the impetus needed to bring better times.

"Others maintain higher rates would simply drive traffic from the steam carriers into the hands of the trucks, buses, pipe-lines, steamships, and planes, and compel the railroads to attempt a wage reduction."



The Poor Worm

—Rose in the Boston "Herald."

The welfare of the whole country is at stake, assert many editors, and *The World-Telegram* calls the railroad plan "the most daring move yet made in all the depression."

"Rail Rate Rise Asked to Avert Cuts in Wages," says a New York *Herald Tribune* head-line over an article telling us that forty presidents and vice-presidents of the railroads east of the Mississippi voted at a New York meeting to ask the Interstate Commerce Commission to "restore freight rates to a level which will restore the credit of the service of the carriers."

"THE single opinion" was developed at the meeting "that only through the avenue of rate relief could a further deflation in railroad wages be avoided, a development which it was felt would have serious consequences." Discussion indicated that "the executives felt that not only would this relief avoid possible unpleasant developments, but actually would hasten emergence from the depression, on the theory that 'while the railroads are prosperous, so are the other industries.'" Reading on:

"The goal sought is a rate which will bring to the railroads an additional $400,000,000 in income annually. To accomplish this no flat increase of a definite percentage can be levied on all classes of freight, railroad men pointed out. On the average, the increase probably would amount to 10 per cent., but it would range, possibly, all the way from 2 per cent. on certain products to 20 per cent. on others.

"Such an increase, it was pointed out at the meeting, would be but half of the amount which the carriers would have gained had the 1921 level of rates been in effect during 1930. They estimate that the whittling away of freight rates from the 1921 level cost the carriers a total of $6,000,000,000 in revenues between that date and 1930, and that $800,000,000 was the loss for last year. The opinion was exprest by a number of the executives that the boost in rates in 1921 had much to do with bringing the country out of its economic depression of that year."

THE number of railroad workers, we read, has been reduced from the normal 1,800,000 to about 1,200,000, and the average railroad wage to-day is sixty-six cents an hour. Should the $400,000,000 freight-rate increase be granted, "at least $160,000,000 of this new income would be passed along to labor immediately," and "a large portion of the balance would be passed on to those working in industries which supply the railroads."

Further light is thrown on the railroads' plight when one reads that "the carriers never receive an increase in a period of prosperity," for "if their earnings become too large, they are recaptured or freight rates are cut." "The Government, in effect, says they are entitled to earn 5¾ per cent. on the basis of their valuation," but "last year they earned only 3½ per cent." "Therefore, they come into a period of depression with no surplus as a backlog, as do the independent industrials."

Inevitably, such a proposal as this request for higher rates, coming at a time when industry is stagnating, brings a torrent of opinion.

Wall Street and the financial world generally, according to the papers, believe that the increase would be a stimulant to business. Labor chiefs also are said to favor the $400,000,000 jump.

But from Washington comes word that the Western Senators and other spokesmen for agriculture fear that it would be disastrous. Scholastic economists, we are told, seem to think that the raise merely would increase income at the expense of shippers, who would pass it on to the consumer, hence there would be no general benefit whatever.

As for what the press thinks of this weighty problem confronting the Interstate Commerce Commission, a few quotations will show the diversity of opinion.

To the Boston *Herald* "it seems clear, even from a cursory view of conditions, that a strong argument can be made out for this request," and the Pittsburgh *Post-Gazette*, in a great industrial and shipping center, reminds us that "the importance of maintaining railroad credit can not be overlooked."

BUT, instead of stimulating business, a freight-rate increase "might have the opposite effect," says the Knoxville *Journal*, "culminating in a complete financial wreck that would pull down other structures."

From the New Haven *Register*, already quoted, comes a smashing attack. A $400,000,000 increase, it says, is "simply impossible," for "it would be delivering almost a death-blow to struggling plants that employ thousands of men and women and result in an aggravation of unemployment that would render impossible any hope of return to normal times for years to come."

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The "Red Flag" Law Decision

WAVING A RED FLAG IN CALIFORNIA seems to be just about as hazardous as waving it in a bull-pen.

A nineteen-year-old girl admirer of things Russian found that out by trying it.

But now she triumphs. Arrested and convicted for displaying a Communist flag at a children's summer camp in 1929, Yetta Stromberg finds herself the subject of country-wide editorial comment by reason of the Supreme Court's quashing of a part of the California statute under which she was found guilty. As we read in *The United States Daily:*

"The so-called 'red-flag' law of California, as construed by the State Court of Appeals, declaring the display of any banner as a symbol of opposition to organized government to constitute a felony, was declared unconstitutional by the Supreme Court of the United States.

"The law had been construed by the District Court of Appeals of California to include the 'peaceful and orderly opposition to a Government as organized and controlled by one political party by those of another political party equally high minded and patriotic, which did not agree with the one in power' and 'peaceful and orderly opposition to government by legal means and within constitutional limitations.'

"Mr. Chief Justice Hughes, in the majority opinion of the Supreme Court, declared that the statute so construed was repugnant to the guaranty of liberty of speech contained in the due-process-of-law clause of the Fourteenth Amendment of the Constitution of the United States. The opinion states that 'the maintenance of the opportunity for free political discussion to the end that government may be responsive to the will of the people, and that changes may be obtained by lawful means, an opportunity essential to the security of the Republic, is a fundamental principle of our constitutional system.'"

Acme-P. & A. photograph

She Waved a Red Flag

As a Communist emblem, was convicted under a California law, and is now acquitted by the United States Supreme Court. Yetta Stromberg.

FURTHER explanation of the case is provided by a California newspaper, the San Francisco *Chronicle:*

"California's red-flag law is left standing by the United States Supreme Court's decision, tho with one clause amputated, and with Yetta Stromberg's conviction set aside on a technicality. The court held her conviction faulty because it failed to specify on which of three offenses charged it was based. The State can, if it wishes, try Yetta Stromberg again under this law, in which case its lookout will be to keep the record plain and to avoid the one clause which the Supreme Court found invalid.

"This California law, under which the case of Yetta Stromberg has attracted so much attention throughout the nation, makes it a felony to display a red flag (1) 'as a symbol or employment of opposition to organized government,' (2) 'as an invitation or stimulus to anarchistic actions,' (3) 'as an aid to propaganda that is of a seditious character.'

"Three offenses are here named. The first was held by the Supreme Court to be too broad a description and invalid, since it makes no exception of legal forms of opposition."

Justices McReynolds and Butler, who dissented, we read, held that Miss Stromberg was convicted of all three prohibitions.

The decision wins the praise of editors across the country.

"Summoning up the red bogy in order to abridge the rights of the people has been overdone," says the Providence *News-Tribune.* "Let us hope this Supreme Court decision will have a salutary effect on panicky legislators and public officials."

The Capital's "Crime Wave"

"CRIME WAVE GRIPS CAPITAL
WITH CAPONE 'MUSCLING IN'"

THIS STARTLING HEAD-LINE APPEARS in the Providence *Journal,* and another, in the Cleveland *Plain Dealer,* proclaims: "Washington Now Chicago of East."

Nine shootings, seven of them fatal, within a few days, focus the country's attention on the Capital, which, it appears, is suffering from the same afflictions that beset other American municipalities.

Thus President Hoover's plan to make it a model city undergoes a setback.

But the Washington police are quick to deny that the gangster has invaded the Capital, or that he will be tolerated there. Recent crimes, they assert, are unrelated to gangdom.

Let us turn to the article by Ashmun Brown, Washington correspondent of the Providence *Journal,* which appears under the head-line quoted:

"Gangster murders, racketeering, brass-railed speak-easies, all the accompaniments of modern civilization on the Chicago plan, have been revealed in crime developments in the once staid city of Washington.

"The national capital city, ruled entirely by the Federal authority, with Congress for its City Council, and no elections for public office, stands forth as no better able to suppress criminality and protect its inhabitants from gang rule than any other municipality in the country.

"Its record, indeed, grows blacker week by week when compared with those of cities of similar size in the country.

"Out of the tragic developments of the last few days, proceeds a report, not fully authenticated, that permits Washington's most sensational newspaper to string an eight-column head-line across its first page in these words: 'D. C. Man Shot in Capone Gambling Feud.'

"The accompanying story relates that Al Capone, Chicago racketeer, has 'muscled in' on the gambling racket in this city and its environs, and that at least two of the recent shootings are the outcome."

But "these killings are not the result of gang warfare," asserts Maj.-Gen. Herbert B. Crosby, retired, District Commissioner in charge of police. "Washington can rest assured that no effort is being spared to keep the city clear of the gangster. He is not here now."

"Commissioner Crosby is right, and intelligent citizens agree with him that the nasty record of recent crime here, if studied, shows an unhappy sequence of otherwise unrelated events, and does not portray the work of organized gangs," says the Washington *Evening Star.* Another Capital paper, *The Post,* says:

"Washington will never tolerate the operations of criminal gangs here. There are no politicians at the head of the District Government. Even the police could not guarantee immunity from prosecution, if they were so disposed."

FROM gang-ridden Chicago comes a scorching blast. "Washington, D. C., planned as a model town, turns out to be one, but of the wrong kind," declares *The Tribune.* It is "becoming the country's best example of how a democracy should not try to govern itself."

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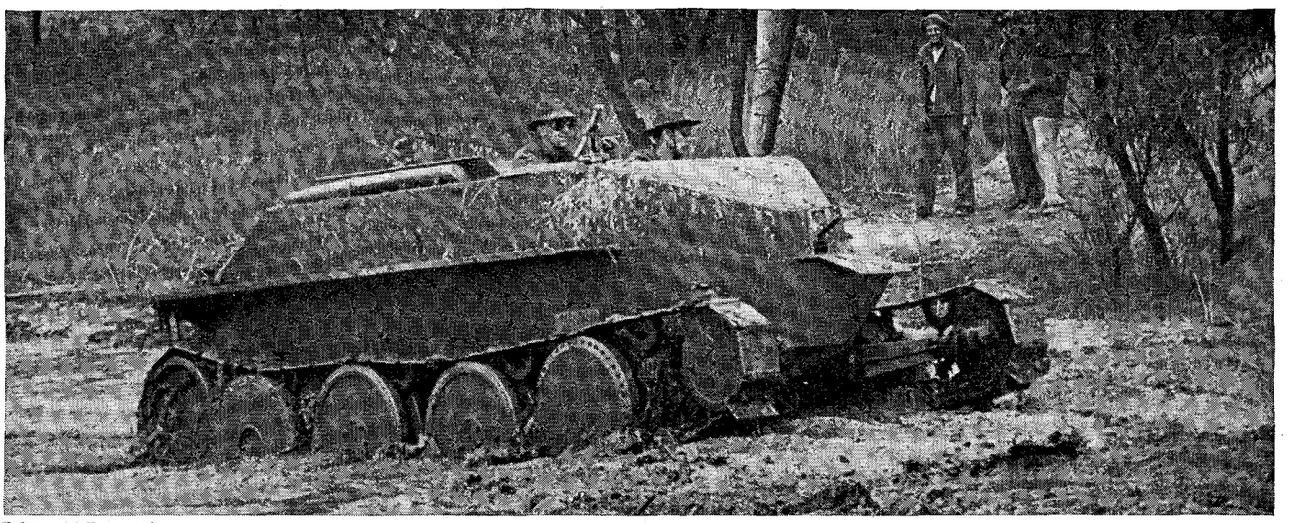

Underwood & Underwood

Here's the Tank That's Ousting the Cavalry Horse—On Level Ground It Can Hit 76 Miles an Hour

From Sabers to Monkey-Wrenches

BEAT THE SWORD INTO A MONKEY-WRENCH. Hand the cavalryman a screw-driver and strip off his spurs.

The hard-riding, intrepid, picturesque fighting horseman of the United States Army is about to be "presto-changoed" into—a mechanic.

Away with the cavalry horse; bring on the motorized tank, and let the fumes of gasoline prevail. For we are preparing to mechanize our Army. And "boots and saddles" now means, as the Louisville *Courier-Journal* puts it, "crank 'er up." "'All the king's horses' couldn't catch a motor transport."

Editorial bosoms are heaving sighfully over the decision of the War Department to retain the horse and mule "only where they can not be replaced by the motor for the performance of difficult tactical missions." Thus we are to have what the Cleveland *Plain Dealer* calls "monkey-wrench cavalry." Listen to the Providence *Journal:*

"It means that there will be less color and animation to warfare, and to soldiers on parade.

"A whole sheaf of bugle-calls, signifying every command from 'Mount' to 'Charge'—some consisting of but a fragment of martial music, others attenuated till the bugler's face is suffused with crimson; some harsh and peremptory, others sweet and lilting, high and clear—will be known only to a dwindling race of bow-legged men and to a diminishing host of keen-eared steeds, both given new and less tasteful tasks to perform.

"Gone will be the oats and hay, and the latter's sweet scent, even in the bale, of peaceful, sunny fields; gone likewise the pleasant odor of soaped leather, and the aura of mingled perfumes which surrounds the cavalryman, and announces his identity unmistakably.

"Off with the leather-faced puttees and the spurs. Away with the necessity for thigh muscles equal to the demands of a long, fast march, close-saddle. Down with curry-comb and brush to the bottom of oblivion's well.

"As for the guidon, proud little symbol that fluttered in the van of dust-clouds and thundering hoofs, the moths may have it even while the sabers rust."

INSTEAD of the cavalry, this is what we are to have:

"The new order is to be one of steel and speed—hard, precise, merciless.

"Tanks will charge at breakneck rates over paved roads or open country, spitting death every split-second through machine-gun slits, and trampling down impartially any sensate thing that dares to stand in their path. In such an altered scheme of things a horseman would be as incongruous as a buggy on the boulevard."

However, "those who love horse-flesh," this editor adds, "must consider it a good thing that the beast, which has for so many centuries done man's bidding whenever the trumpets sounded, should at last be free"—

"The pity is that man himself can not be free. He, too, is becoming incongruous in warfare, which appears to be approaching the fantastic state wherein mechanisms will perform every function but the thinking."

BUT the cavalry horse is not yet out of the picture, and perhaps he never will be entirely eliminated. Altho Gen. Douglas MacArthur, Chief of Staff, announces that the horse is to be replaced, as far as possible, it appears that motor equipment can not assume the entire burden. This we learn from Maj.-Gen. Guy V. Henry, Chief of Cavalry, who, incidentally, endorses the mechanization plan.

Our present cavalry force numbers 8,000 of our total Army of 118,000, we are told by the United Press, and the plan is to mechanize one regiment, now. General Henry visions two types of cavalry:

"The underlying idea in mechanizing a certain number of horse regiments is to give to them the great striking-power and high strategical and tactical mobility of a modern armored machine.

"Thus we see that in the future we will have two types of cavalry—one with armored motor-vehicles giving the speed, strategical mobility, and great fighting power of modern machines; the other with horses, armed with the latest automatic firearms, for use in tactical rôles and for operations in difficult terrain where the horse still gives us the greatest mobility.

"Both will be manned, as they should be, by men from the same arm of the service, for each is complementary one with the other.

"The members of both must have the quickness of thought, the determination to close with the enemy, the courage and *esprit* that for centuries have characterized the cavalry arm."

"SENTIMENTALLY, the cavalry holds a cherished place in the hearts of those who glory in this country's past," says the Manchester *Union:*

"Its importance, viewed in the retrospect, is not to be denied. It has fought gallantly; it has been picturesque, and it has been efficient. Its bravery never has been questioned. The cavalryman, for good reason, has been hailed as a hero. And a hero he will remain, even tho he rides in a tank, not on a prancing charger.

"Mechanization will sacrifice picturesqueness, but it will gain new efficiency."

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TOPICS IN BRIEF

Ho, hum! We hardly know what cigar to tune in on this evening.—*Toledo Blade.*

In a word, the Pope's encyclical on labor and capital is a criticism of Pig Business.—*Virginian-Pilot.*

China will censor all press dispatches. Evidently got the notion somebody was reading them.—*Toledo Blade.*

Of course there were not as many rackets in the Catskills when R. van W. took his famous nap.—*The New Yorker.*

A casual study of what a style expert says a smart man needs for summer wear suggests that one trouble with sports clothes is that they keep a fellow puzzled as to whether he looks as if "natty" were spelled with a "u."—*Boston Herald.*

However, at least this much can be said in the matter of Hoover and the depression: It hasn't the President's approval.—*Judge.*

President Hoover is seeking to cut expenses in the Interior Department. That's the way most people reduce.—*Virginian-Pilot.*

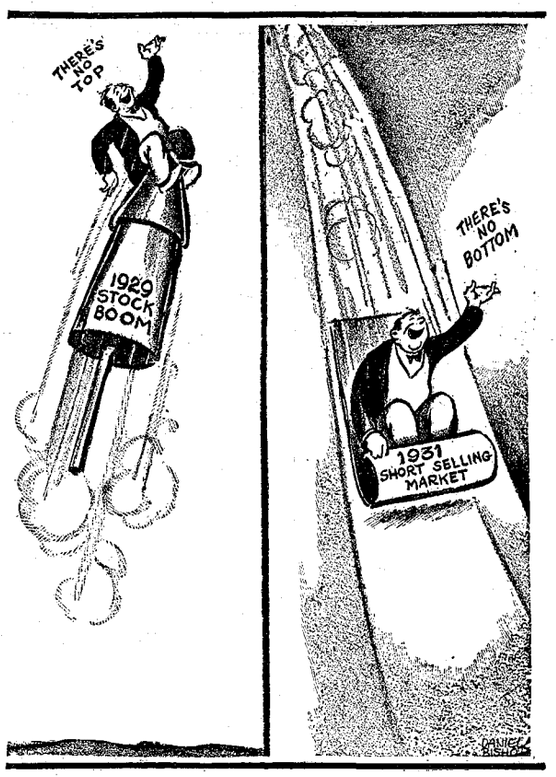
If there ever is another war, there ought to be no trouble in getting some experienced machine-gunners.—*American Lumberman* (*Chicago*).

Dr. Shapley, Harvard astronomer, we read, spends his spare time studying ants. Life is just one big picnic to some people.—*Judge.*

Movie stars, declares a film publication, are going in more extensively for gardening. It must be great to have a real plot to work in.—*Boston Herald.*

Speaking for the average American, there's nothing as mutual as the English lecturer's sense of satisfaction on arriving safely back in London.—*Detroit News.*

Scientist says, it is the lower part of the face, not the eyes, that gives away one's thoughts. Especially when one opens the lower part of the face.—*Arkansas Gazette.*



The Same Fellow

—Bishop in the St. Louis "Star."

You can't tell yet whether Spain has her republic on its feet or on her hands.—*Erie Times.*

In view of the world surplus of wheat, is there nothing we can beat swords into but plowshares?—*Detroit News.*

And harmony in the Democratic party will come not when they get together, but if they're kept apart.—*Judge.*

The Scotch joke died a natural death when this country ceased to regard thrift as funny.—*Albany Knickerbocker Press.*

An exchange wants to know what the United States has to worry about when it has over $15,000,000,000 invested abroad, to which the Lexington *Herald* replies, "That's the answer." And it will be difficult to think of a better one.—*Philadelphia Inquirer.*

The low price of silver doesn't seem such a calamity when the wedding invitations begin to come in.—*Calgary Herald.*

Every man reaches a time in life when there doesn't seem to be anything ahead of him but a truck.—*American Lumberman.*

Wilkins's submarine can bore through thirty feet of ice. A trip on it would be great training for a social climber.—*Wichita Eagle.*

"The golden-skinned grapefruit is beautiful to look at," says an artist. But it is the juice inside that generally catches the eye.—*Passing Show* (*London*).

The only men who can hunt tigers in safety are those on the back of an elephant. This is true in India as well as New York.—*Kingston* (*Ont.*) *Whig-Standard.*

But the state that does most to provide grounds for divorce is the state of intoxication.—Los Angeles *Times.* Yeah? How about the state of matrimony?—*Arkansas Gazette.*

A Swiss economist is convinced that American men are wasting too much time on women. That is because he does not know American women.—*Buffalo Courier-Express.*

Will lower wages and higher dividends make prosperity? Well, does a rich man buy ten million pairs of pants?—*Publishers Syndicate.*

Mr. Hoover may not take any vacation this summer. If business doesn't pick up, a lot of the rest of us may.—*American Lumberman.*

It's odd that all these navy cuts have reduced about everything without ever touching the bottoms of the sailors' pantlegs.—*Boston Herald.*

Human beings are too brainy for their own good, President Cutten of Colgate says. It strikes us that he would be more convincing if he would name one.—*The New Yorker.*

A greater saving in departmental expenses might be achieved by the President if he would have each department head suggest curtailments in the others.—*Louisville Courier-Journal.*

Canoes out in the moonlight in navigable waters must be equipped with proper lights, according to a ruling of the Bureau of Navigation. Most of them already have sirens.—*Washington Star.*

Things are reported to be bad in Hollywood, and many of the lesser lights of the film-world are out of work. Indeed some of them are making this year's divorce do till things are better.—*Punch* (*London*).

Speaking of industrial gains, there is sure to be a marked increase in the production of mothers-in-law in June.—*Boston Transcript.*

By this time that typical American family living in Indianapoplis probably is receiving a typical amount of typical fan mail.—*Indianapolis News.*

A Chicago man has been invited by Russia to help plan her cities. It just goes to prove that Chicago is better than we think it is, or Russia worse.—*American Lumberman.*

Two million women in this country, says a statistical note, are supported by alimony. We didn't realize there were so many men who were come-acrossed in love.—*Boston Herald.*

Somebody has said that a crocodile's mouth can be held closed with the hand. We shall file the information along with the story that a shark won't attack a man.—*Toledo Blade.*

Congressmen are pretty bitter about the abolition of the political Army posts. They feel that this will leave their districts defenseless against the attacks of the Democrats.—*The New Yorker.*

A fashion item relates that a transparent leather suitable for feminine wear has been invented in England. Aha! We just knew the girls wouldn't let themselves be beaten by a lot of mere cigars for long.—*Boston Herald.*

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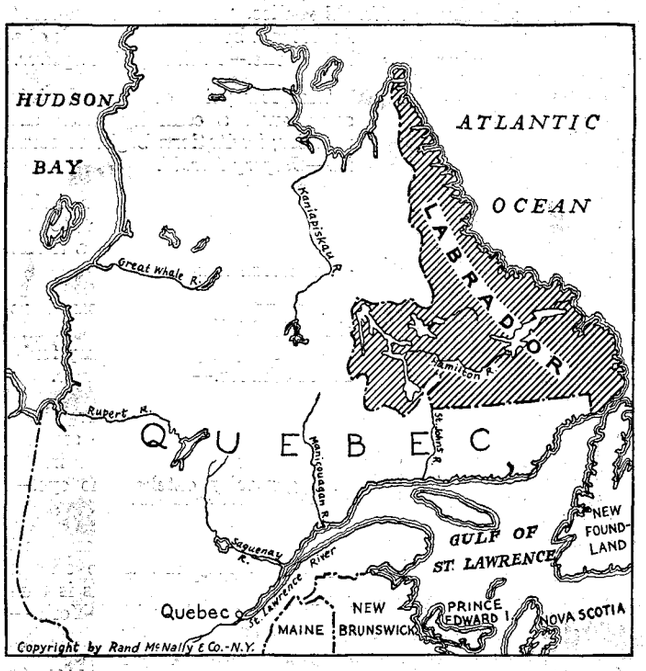
FOREIGN COMMENT

Newfoundland Trying to Find Itself

THE FINANCIAL WILDERNESS from which Newfoundland is seeking to escape may be as vast and impenetrable as some of Labrador's best wilderness specimens of wild timber and brush.

That is admitted by many familiar with Newfoundland's fiscal difficulties. But they scorn the idea that Newfoundland has been inclined, as vague reports say, to sell its 110,000 square miles of Labrador to a group of European capitalists for



Labrador Again in Dispute

"It is not for sale," declares Newfoundland's Premier. European interests would buy it for $100,000,000, say press rumors. Canada would like to get Labrador, report dispatches. Only Canada or the Province of Quebec could purchase Labrador, say some. All Newfoundland should join the Canadian Federation, say others.

$100,000,000, with a sales commission of $20,000,000, which would be shared in part by local Newfoundland interests.

"Labrador is a portion of the sovereignty of His Majesty the King," forcefully declares Sir Richard Squires, Premier of Newfoundland, "and under no circumstances would any negotiations be undertaken contemplating a change of flag, nationality, or allegiance."

ON the same occasion, Sir Richard assured press correspondents at St. John's that Newfoundland is no worse off, if as badly off, as other countries on either side of the Atlantic.

Nevertheless, a LITERARY DIGEST cable inquiry among Newfoundland and Canadian newspapers about Newfoundland's financial condition reveals an opposition journal to the Government, the St. John's *Daily News* (Lib. Cons.), as confessing:

"None of the financial houses in London, New York, or Montreal has tendered our loan, not even the Bank of Montreal, which has underwritten several previous loans and submitted the offer. The development is an unpleasant and unhappy one.

"Hitherto our loans have been quickly taken up, and for that reason the present situation is not only serious but extremely significant, and conveys a warning that may not be ignored.

"It is a time for cool heads and clear brains. The situation is far from hopeless. Given proper conditions, we believe it can be readily cleared up.

"We have been spending beyond our means, and it is inevitable that those who have been financing us would call a halt on our extravagance."

Another St. John's newspaper, *The Evening Telegram* (Ind.), agrees that Newfoundland has "not been prudent, and, like the prodigal son, has come to learn the lesson of riotous living," but:

"In actual fact, when the situation is calmly and sensibly surveyed, every citizen will realize that so far as the stability of Newfoundland is concerned, there is no reason for alarm.

"*The Telegram* has no desire, whatever, to give the impression that the absence of an application for the loan is not a serious matter. On the contrary, it calls for grave consideration. The one source to which we can turn appears to be Great Britain."

ACCORDING to THE LITERARY DIGEST'S telegraph poll of Canadian newspapers, the Toronto *Mail and Empire* (Cons.) exhibits a tone at once of sympathy and of practicality:

"It is sincerely to be hoped that the Administration may be able to secure some outside assistance, perhaps from the mother country, pending an improvement in world conditions.

"The ancient colony is rich in its fisheries and its pulp-wood and mineral resources, tho it has little agricultural wealth.

"Only a few years ago, a judgment of the Imperial Privy Council handed over to it a vast area of the Labrador hinterland formerly included in the Province of Quebec. This hinterland is reputed to be rich in water-power and minerals, and once developed it should add greatly to the financial resources of the St. John's Government.

"The inclusion of Newfoundland as a part of Canada, as, indeed, a tenth province of the Dominion, has often been discust.

"Its position at the mouth of the Gulf of the St. Lawrence makes logically for such a development.

"Once before when Newfoundland was in financial difficulties, a treaty of union was all but ratified. That was in the early nineties, when what must be regarded as the foolish parsimony of the Canadian Government allowed the proposed transaction to fall through over a matter of a few hundred thousand dollars."

On the other hand, the Winnipeg *Evening Tribune* (Ind.) charges that "politicians in Newfoundland deliberately make capital out of Canada's alleged designs on that Dominion," and it adds that "it is easy to stir up local prejudice." Now, however, observes *The Tribune*, Newfoundland's current deficits have created the necessity for a loan which appears not to be readily forthcoming, and it continues:

"She needs a few million dollars. Canada has a largely oversubscribed fund, applicable to Canadian conversion loans, not yet due. The conjunction of the need and the wherewithal to meet it are bumping against each other. There is a fine chance, keeping the idea of an ultimate union of the island and the mainland in view—it is one of the things that may be regarded as inevitable—for Ottawa to make a generous gesture.

"Can not it be conceived that Ottawa should well say to St. John's, 'What's a few millions between friends?'"

IN London, the Laborite *Daily Herald* semiofficial organ of the MacDonald Government, refers as follows to the report that the Dominion of Newfoundland might sell Labrador:

"Such action seems improbable. Great Britain and Canada would certainly object, and the United States, under the Monroe Doctrine, is pledged to oppose the acquisition by European Powers of any new territory on the American continent.

"The purchase of Labrador by Canada or by the Province of Quebec is conceivable."

As to what outsiders may do in Labrador, apart from buying it Sir Richard Squires, Premier of Newfoundland, is reported in a Canadian press cable from St. John's as saying that the timber, mineral, and water-power resources of Labrador are available for investors on suitable terms, in conformity with the provisions of the Newfoundland Crown Lands Act, or special legislation if any large program of development were being

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considered which would not normally come within the scope of existing Crown Lands legislation. He said further:

"The financial situation in Newfoundland is eminently satisfactory, in comparison with leading countries on both sides of the Atlantic. There is a small surplus of revenue over expenditure as of June 30 last. During the last year there had been no over-expenditure, but a shortage of revenue, due to the fact that Newfoundland revenue is based mainly on an ad valorem customs tariff on certain imported goods.

"As these goods had dropt in value in the foreign market, the duty had proportionately declined. The result was an estimated deficit of $2,750,000.

"This had not meant a shortage in importations; it meant the people of Newfoundland had purchased their goods at a very much cheaper import price, and had paid duties thereon of approximately $2,750,000 less than they would have paid had it not been for depreciation in the cost in the foreign market."

Paradoxical Shanghai

MOST IMPORTANT meeting-place between China and the West, Shanghai is now claiming to be the world's fifth largest city.

What is more, some observers venture the opinion that before the end of the twentieth century she may stand out as "the largest, busiest, and wealthiest city" on the globe.

But there are paradoxes in the city's government, says the London *Economist*, which are dangerous not only to China but to the rest of the nations, and it goes on to picture the place as follows:

"A modern city whose energies radiate out all over the planet, she is at the same time a medieval city standing like a tiny island of law and order in the midst of the vast sea of the Chinese revolution.

"The whole of her soil is juridically under Chinese sovereignty; yet in the heart of Shanghai—in the two areas known as the French and the International Settlement—no Chinese armed forces may set foot, and the Chinese civil authorities are represented solely by a court of law.

"On the administrative and the legislative sides, Chinese sovereignty is here in abeyance.

"In theory these two areas are an aggregate of plots which the Chinese authorities have assigned, on perpetual leases, to a number of foreign private individuals. Actually, the French settlement has become a territory under the French Government's administration, exercised through the French Consul-General, while the International Settlement is governed by a municipal council which, until 1928, was elected solely by the foreign taxpayers."

THE whole situation is anomalous in the view of *The Economist*, which asks how "a growing city can continue to live under three distinct jurisdictions, every one of which is outlandish in its own fashion."

The growth of Shanghai's Chinese hinterland, it is pointed out, and the modern cult of national sovereignty are factors which make for the merger of the two foreign municipalities into the Chinese municipality and the assertion of the Chinese Government's authority over the whole.

Now it is precisely the two foreign municipalities that have made Shanghai what she is, and we read:

"If the system of uncorrupt, responsible representative municipal self-government which prevails in the international settlement is extinguished, Shanghai's great future is compromised.

"The very Chinese Nationalists who call most loudly for the reestablishment of the Chinese Government's authority in the settlement habitually place their property there in safe custody, send their families there to receive their education, and take refuge there themselves when their own political opponents are top-dogs at Nanking or wherever the Chinese Central Government of the day may happen to reside.

"How can the municipal administration of Shanghai be unified on the basis of the Occidental system which prevails in the International Settlement?

"And how can a more or less Occidental municipal government of Greater Shanghai be coordinated with a more or less Oriental national Government of China?"

Ewing Galloway photograph

The World's Fifth Largest City

That is Shanghai's claim, and some predict that before the end of the twentieth century she may stand out as "the largest, busiest and wealthiest city on the globe." But paradoxes in the city's government are said to endanger not only China but the rest of the nations.

THIS paradoxical problem can be solved only by the wholehearted cooperation between all three municipal authorities in Shanghai, declares *The Economist*, between the Chinese and the foreign element in the population of the city and, last but not least, between the Chinese Government and the Treaty Powers.

Meanwhile, this weekly points out that Shanghai—

"Has all the clatter and clang, the hurry and pressure of a great modern Western city, without revealing, on the surface, any of those amenities or graces that make urbanism just tolerable in London or Paris.

"It leaves the observer with a sense that here Mammon is served without any spiritual increment whatever.

"Yet this is not the last word about Shanghai.

"When one looks below the surface one begins to see that Shanghai does serve other gods besides Mammon, even tho Mammon remains her principal and, in the last resort, her tutelary civic deity.

"Shanghai has made herself into by far the most important meeting-place between China and the Western world.

"Since the collision with the West is the biggest event, and the biggest problem, in the life of modern China, it follows that everything important which happens nowadays in Chinese affairs happens in Shanghai either partly or altogether."

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A Human Hideaway in Siberia

THE VASTNESS OF SOVIET RUSSIA is continually shown by one kind of illustration or another.

But perhaps the most colorful one of all may be found in a section of Northern Siberia, where Soviet authority is said to exist only in name.

The population of the country is made up of Ostiaks, Tunghus, Zyrians, Samoyeds, and other Finnish and Mongolian tribes, who live after the manner of their remotest forebears.

Many of them really believe that somewhere in Russia there still exists a Czar with his government, to whom they pay taxes. This startling information is given to the Harbin (Manchuria) correspondent of the Berlin *Rul*, a Liberal anti-Soviet Russian daily, by informants lately returned from Northern Siberia.

But from other tribes, we are told, it is not so easy to collect taxes in this semidetached portion of the Soviet domain, because the people there have interpreted "freedom" as a complete withdrawal of Russian authority, and refuse to recognize any except their own chieftains. *Rul* continues:

"The establishment of the Soviet régime has resulted in these regions in an unprecedented rise in power of the local princelings, old men and wealthy chieftains.

"Moreover, many of these Finnish peoples who, before the revolution, became Christians, and had Christian priests and churches, have now gone back to the heathenism of their fathers, which again is flourishing. Also the number of those who speak Russian has diminished greatly.

"In the course of the long years that followed the Soviet revolution, Northwestern Siberia received literally no merchandise from Russia. Hence, the prices of guns—hunting being one of the chief occupations—of nails, leather, and other manufactured goods, as well as tea, sugar, and alcohol rose more than twenty-fold.

"Only quite recently, the Samoyeds and Zyrians living along the lower Yenissey and Ob rivers, willingly bartered a reindeer for a bottle of vodka, or about one hundred pounds of fish for a roll of string which can be used for making fishing-nets. And they will pay anything for cartridges.

"Thus, little by little, the population of the region came back to the primitive, domestic manufacturing of goods. For instance, many of them now use bows and arrows, and ancient spears. As it was centuries ago, sewing-needles again are made of fish-bone. In a word, the country has completely reverted to type."

MEANWHILE, the *Rul*'s Harbin correspondent goes on to say that Soviet authorities are laboring to bring Northern Siberia again under their control. But with some difficulty, it is said. The correspondent of this anti-Soviet newspaper quotes one of his informants lately arrived from the North as follows:

"I have traveled for hundreds and hundreds of miles in Northern Siberia, which I always have known rather well, and I am deeply struck by the wild primitiveness in which it now lives. There are places where it even is not quite safe for a Russian, and especially, for an agent of the Government, to show up.

"There are rumored cases of organizers and administrators, sent there by the Soviet Government, who disappeared without a trace. Indeed, such administrators are absolutely helpless in that country. If they want to survive, they have to abide by the will of the local population."

Editorially, the *Rul* proceeds:

"Yet, a great many Russians live in Northern Siberia. They are chiefly those who did not want to submit to the Soviet Government. Some of them fled there years ago, at the time when Admiral Kolchak's White Government fell.

"Among them are people who have made good, and who now own large farms. They live here quite openly, without being the subjects of any government, and without hiding from any one.

"Also there are to be found a great many Russian Old Believers—ancient religious sectarians. In the Ob region, there are whole settlements composed of such elements. . . . They live absolutely out of contact with the rest of Russia."

Lean Days in Monte Carlo

LIVING ON THE CASCADING GOLD of the gaming-rooms in the world-famous Casino, Monte Carlo for years has known nothing but the glitter of prosperity.

Yet now it appears that not only Monte Carlo, but the whole of the Riviera is facing a crisis—the first in its fifty years of fashionable existence. Thus writes Henry Baerlein in *The Central European Observer* (Prague), and he adds that "the bitter truth is being realized that the extravagant development during the post-war boom was not justified." There is a dramatic note in his announcement that "the most serious blow was the Wall Street crash," and he continues:

"With the rush of Americans to the Riviera after the Armistice, and their complaints about the absence of modern hotels, many millions of francs were expended in building new hotels and refitting others.

"And now in ten weeks 2,000 Americans have come to Nice, but most of them are spoken of as 'back-street people,' indicating that they do not spend much money, and stay at the less expensive hostelries.

"At a leading Cannes hotel, with a capacity of 400, there were twenty guests at the height of the season.

"At Monte Carlo the situation is the worst, for gambling is failing to appeal to the younger generation.

"It was fondly hoped that Americans would take the place of the reckless Grand Dukes and others, but this has not been the case.

"The carnival has also fallen from its time-honored popularity, sophisticated visitors being bored by it.

"There are other reasons for the prevailing gloom. Mussolini seeks to dissuade Italians from wintering abroad, the Spaniards are kept at home by the collapse of the peseta, the Russians have no money, while the English are preferring to go on cruises to their colonies in the West Indies."

Milan's Anti-Noise Contest

TO DEFEND THE CHARM of picturesque old streets in cities dating from the Middle Ages against the invasion of honking, hooting, backfiring motor-cars—this, according to the London *Times*, has become in Italy nothing less than a national problem.

How smother the unnecessary noises of twentieth-century traffic in sixteenth-century cities?

To this question many answers have been offered.

As a possible solution the Milan Automobile Club now proffers the "silence contest." It has been tried out with signal success in the industrial capital of modern Italy. *The Times* relates:

"On a day when traffic was exceptionally heavy in the industrial capital of the peninsula, the Milan Automobile Club held a competition of silence in the noisiest area of the city.

"Special inspectors watched the passage of competing cars, and marked penalty points against their drivers according to the amount of noise made by misuse of horns or through engines, exhausts, or gears, penalties also being inflicted for transgressions of traffic rules.

"The commissioners stated afterwards that the majority of competitors lost points because of the noise of their exhausts and the improper use of warning devices, including the excessive sounding of horns and bells.

"These are certainly the evils which the public in all countries—for this kind of din is not confined to Italy—would most like to have remedied, and which appear to be remediable by administrative action.

"The noise of the engine may be due to the inability of the owner to buy the new car he would like to possess, the jarring grind of a badly changed gear, to an inexperience which he will soon overcome, and transgression of the rule of the road to lack of knowledge or inattention, which are already punishable.

"But unnecessary noise is not yet in law the offense which it is in fact; and our correspondence columns and messages from Rome have shown that public opinion in Italy is becoming exasperated by the nuisance."

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Last Element Found in Alabama

THE LAST POSSIBLE SUBSTANCE that, according to received theories, can exist as a chemical element has been run to earth in Alabama.

Thus the last three of all possible elementary substances have been discovered by American chemists.

Says a correspondent of the New York *Times* in a dispatch from Auburn, Alabama, where the experiments were performed that resulted in closing the long list of elements first announced by the Russian chemist Mendeleeff, about 1870:

"After a year of continuous scientific experiments, Dr. Fred Allison, professor of physics at the Alabama Polytechnic Institute, announced to-day the discovery of evidence indicating that 'element 85,' the last of the undiscovered chemical elements, has been found in sea water, fluorite, apatite, monazite sand (Brazilian), kainite (Stassfurt), potassium bromid, and the laboratory reagents, hydrofluoric and hydrobromic acid.

"The announcement is not final, but the evidence obtained caused Dr. Allison to refer to it as 'a high order of probability' of the presence of this element in the compounds named.

"The magneto-optic method of analysis, which Dr. Allison developed, was used in the discovery. The same method and equipment were employed in finding evidence indicating almost conclusively the discovery of 'element 87,' which was announced here fifteen months ago. Since the announcement additional evidence has been revealed to increase its accuracy.

"If the element 85 evidence becomes conclusive, all the elements of the universe will be known to science. Their discoveries have been in progress for more than a century. Several have been found within the last decade, but no scientist had perfected a method capable of detecting '85' and '87' until Dr. Allison produced his magneto-optic method, which is capable of detecting one part of substance in 100,000,000,000.

"Element 85 appears to exist only in exceedingly minute traces, about one part in 1,000,000,000 being the greatest concentration found in any of the substances studied at Auburn. This explains why it has escaped recognition by the methods previously used in research. A considerable concentration has been obtained by Dr. Bishop and Dr. Sommer.

"Altho the discovery of the presence of elements 85 and 87 is considered a major scientific achievement, the development of the method by which they were found is also held of great value to science because it can be applied to many practical uses."

THE method by which the discovery was made is thus explained in Science Service's *Daily Science News Bulletin* (Washington):

"The new method of analysis depends on a strange phenomenon discovered a long time ago by Michael Faraday, one of the greatest scientists of all time. The Faraday effect has to do with what happens to a beam of light passing through a transparent substance placed between the north and south poles of a powerful magnet. The vibrations of the light beam, if polarized, that is, confined to one direction to start with, are found to have rotated on passing through the magnetized liquid.

"About a billionth of a second elapses after switching on the magnet before the influence on the light vibrations is observed in the liquid. This lag is found by Dr. Allison and his associates to be different for different substances.

"It is this delay that gives a means of identifying extremely small amounts of substances and in particular the first traces of the new chemical element 85. Because of its small amount the lag was not discovered until a year or two ago, when Dr. Allison invented his new method of measuring it.

"Until the discovery of illinium by Prof. B. S. Hopkins at the University of Illinois in 1926, no element had first shown itself to an American investigator.

"If the discovery of element 85 is confirmed by other investigators, the United States will have the distinction of having found the three last and, therefore, the most inaccessible of all the elements.

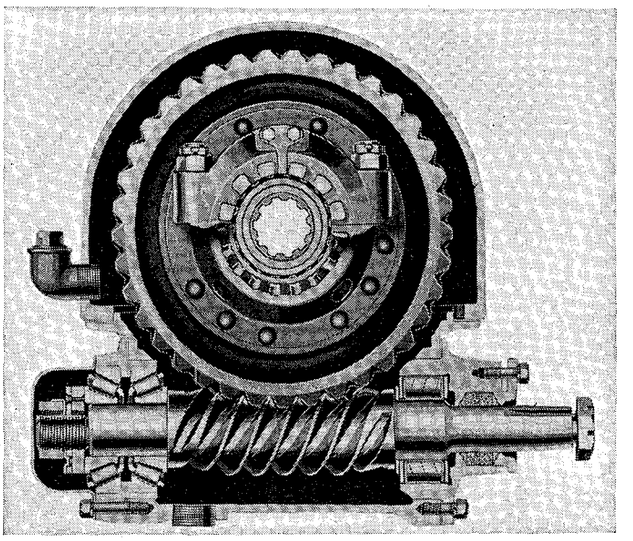
"Six elements have been discovered in the last seven years. Number 72, called hafnium after the city of Copenhagen, was discovered in 1923 by Prof. D. Coster and Dr. Georg Hevesy. Numbers 43 and 75 were isolated in 1925 and 1926 at the University of Berlin by Dr. Walter Noddack and his collaborators and named masurium and rhenium."

Rejuvenating the Street-Car

THREATENED WITH EXTINCTION by the advent of the motor-bus and the private vehicle, the humble street-car is now taking on a new lease of life.

Its rejuvenation is being accomplished, we read, by a design of truck utilizing the worm-drive principle. Twelve cars of the worm-drive model were exhibited at the Detroit Pageant of Street Railway Progress and went into immediate use, and eight more have since been added.

Worm-drive cars, moreover, are being tested out in thirty-four other cities. Here are some of the miracles accomplished by the worm-drive street-car, according to its advocates: It is quieter, faster, smoother in operation, it can be operated more quickly and efficiently. Compared with the old "bull-gear" driven car, 50 per cent. or more noise is eliminated; the dead weight of a car is reduced from 7,000 to 10,000 pounds. It requires lighter motors, uses less power, yet has greater speed. It makes riding smoother.



Courtesy of the Timken Detroit Axle Company

The Worm That Turns and Hushes the Street-Car

Its automobile type of brake, operating silently on the drive-shaft, means smoother stopping and starting, with an unusual pick-up.

WRITING in *The Electric Railway Journal* of New York, H. S. Williams, assistant superintendent of the Detroit street railways, specifies further advantages:

"We have demonstrated in actual practise that cars can be made much quieter than they are. We know that this is a vital thing, and it can be proved that it is the practical thing to do.

"Quite naturally one of the first considerations is the cost. With railways striving to make every dollar yield its utmost in value, this aspect of the case must be of prime importance. It is fair to assume that if it can be proved that noise reduction can be accomplished with a saving in maintenance expense it will be adopted, for economic practise is the only one which will survive.

"Common sources of noise in a street-car are loose parts. These parts vibrate, or by rebounding set up vibrations which are interpreted as noise. For example, take the motor axle-bearing. When this is new its movement in the vertical plane is so nearly zero as to be negligible. When wear sets in, the movement is increased and heavy hammer blows are delivered, which mean noise.

"The bearing which has been allowed to run its limit of wear, instead of being changed when it should have been, has given an increased mileage of 8,000, or 11.6 per cent., and represents a saving of 70 cents. But to secure this saving it has cost $7 plus added gear wear, plus the annoyance of noise. So in reality there has been an economic loss of $6.30 per bearing in addition to the intangibles mentioned. Such a thing is indefensible."

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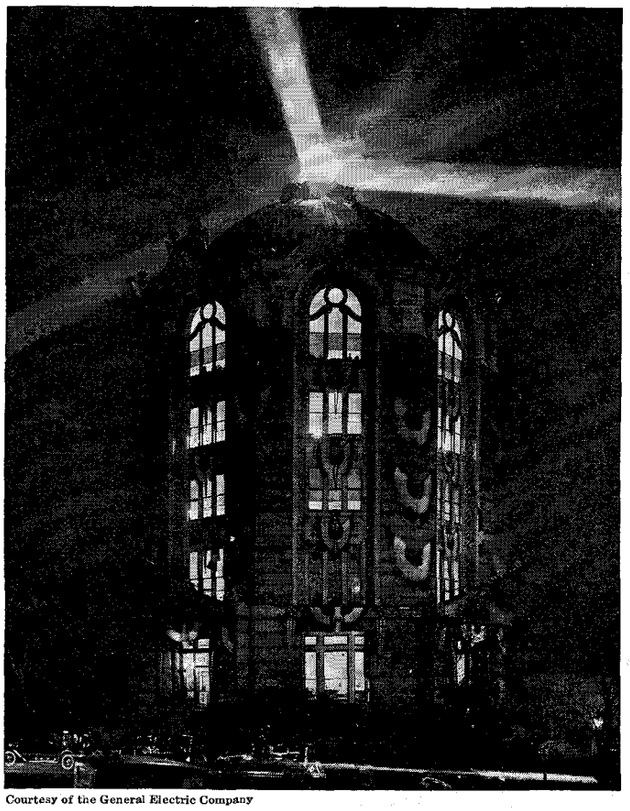
Radio Cures That Tired Feeling

POSSIBLY OUR READERS HAVE NOTICED that some radio programs (not all) produce this result.

The effect noted in our head-line, however, is not that of the programs but of the radio-waves themselves.

A machine that generates short radio-waves which overcome fatigue and stimulate the mind was described recently by Orestes H. Caldwell, former Federal Radio Commissioner, now editor of *Electronics*. Says the New York *Times:*

"At a luncheon gathering at the New York Engineers' Club, Mr. Caldwell said a report from Vienna had informed him of the results attained by experimenters there, who demonstrated that



Courtesy of the General Electric Company

Visible 175 Miles

The largest search-light in the world.

high-frequency currents generated by vacuum-tubes, when properly applied, 'rest the weary brain and serve as an antidote to fatigue.'

"Mr. Caldwell suggested that the busy executive soon might be able, when important matters were pending, to retire behind a screen for a few minutes, place his head between the electrodes of an electric-wave generator and return to his desk revived as to both mental and physical power.

"'The result of the electrical treatment on the brain,' said Mr. Caldwell, 'is said to be a gentle exhilaration and speeding up of the mental processes and nervous reactions. The effect may be likened to an alcoholic or drug stimulation, without their detrimental after effects. Business offices of the future may instal high-frequency cabinets for the refreshment of brain-weary executives and their assistants. The Volstead Law of the future may not be aimed to exclude alcoholic stimulants but at high-frequency imbibers who may become addicts to delightful electrical jags. In fact, it is said that the person who desires to partake of high-frequency stimulation does not have to place his head in the cabinet at all, but merely lean against the apparatus. In the more completely electrical world of the future "high-frequency bootleggers" may set up their apparatus at street corners.'

"Mr. Caldwell pointed out that in this country many hospitals are already equipped with high-frequency generating equipment for treating human ills. 'Fevers are produced in the body at will,' he said, 'to fight germs. After an hour or so of exposure to the oscillating waves the patient is allowed to return to normal blood temperature, rid of the infectious germs, which are killed by the treatment.'"

Biggest Search-Light Rediscovered in Missouri

THE largest search-light in the world, a General Electric arc light on the City Hall in University City, a suburb of St. Louis, Missouri, again nightly plays its beams across the greater part of Missouri and part of Illinois.

This light, equipped with an eighty-inch lens, produces 250,000,000 candle power, and is visible at a distance of 175 miles on clear nights. The search-light is mounted on an electric elevator on which it is raised through the roof when in use. Says P. C. Caldwell, of the General Electric News Bureau, in a press bulletin:

"In 1904 E. G. Lewis, founder of University City, had the General Electric Company place this huge search-light in the dome of the Octagon Building, then being used as the office of the Woman's Magazine Publishing Company. When Mr. Lewis left University City a number of years later, use of the search-light was discontinued and its existence forgotten by almost every one. In 1930, when the city was contemplating the purchase of the Octagon Building for its City Hall, interest in the giant search-light was revived.

"Shortly after the purchase of the building by the city the search-light was restored. A new motor-generator set converts the alternating current into direct current, and a new electric elevator has replaced the old-fashioned hand lift on which the light was originally mounted. The operating cost of the giant light has been estimated at sixty-five cents an hour."

Dangerous to Be Fat; May Be Worse to Reduce

OVERWEIGHT is dangerous to the human body, but improper means of reducing weight may be even more so.

Many women in recent years have adopted ridiculous dietary measures on their own initiative.

Some of these, says Science Service's *Daily Science News Bulletin* (Washington), have suffered from undernutrition or ill-health, and some have died. The so-called eighteen-day diet, we are told, is deficient from every standpoint. These matters were recently discust by Dr. Clifford J. Barborka, of the Mayo Clinic, Rochester, Minnesota. We read:

"It has been found that 70 to 85 per cent. of persons with diabetes are or have been obese, and that 50 per cent. of persons with high blood-pressure are overweight. Many of those with gall-stones, abnormalities of the heart, varicose veins, excessive perspiration and eczema are fat, and the surgeon knows that overweight adds to the risk if patients must undergo operation.

"However, the condition seems to run in certain families. Then there are certain physiologic causes of increase in weight. The nursing mother tends to grow heavier; so does the patient who is convalescing from an operation or a prolonged illness. Increases in flesh are frequently seen at puberty, in pregnancy, and after the change of life in women.

"It is an apparent paradox that certain persons get fat and that others do not, on what appears to be equivalent diets. There can be no doubt that obesity is often the result of over-indulgence in food and lack of exercise, but certain persons gain weight on what appears to be a moderate intake of food, or even a restricted diet, and who take considerable exercise.

"What type of obesity is troubling a given patient may require a great deal of study by a physician. It is worth while, by annual physical examination, to keep track of changes in weight, and thus to learn whether an increase means the physiologic plumpness of good health, or whether it means danger to physical well-being.

"Even if it is nothing to worry about, that is worth knowing."

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She Fought the Battle for Modern Art

GENTLE AND MODEST was Miss Lizzie P. Bliss, but she had also independence in taste and courage in doing.

Modern art was her special flair, and tho criticism and ridicule often came the way of this interest, "she smiled confidently at those who had nothing in common with her beliefs, and went her serene cheerful way."

The summer exhibition at the Museum of Modern Art is a memorial to this remarkable woman.

Miss Bliss, daughter of the late Cornelius N. Bliss, a member of President McKinley's Cabinet, was one of a trio of women who will figure importantly in the history of American art collecting.

With her are to be mentioned Mrs. Jack Gardner, founder of the museum named for herself in Boston, and Mrs. H. O. Havemeyer, who bequeathed her collection to the Metropolitan Museum of Art.

But Miss Bliss is signalized as the devotee of modernism, and her gift to the Modern Museum, of which she was a vice-president, places it permanently as the American Luxembourg.

In this sense, as Henry McBride points out in the New York *Sun*, this exhibition is likely to become historic.

It recalls, he adds, "how modest was the beginning of our Metropolitan Museum, and how swiftly it grew once it was definitely established."

Mr. McBride looks for history to repeat itself, now that the new museum "has a collection to which people can go, and think: 'Here are the ideas of contemporary life which our artists are endeavoring to express in paint.'"

Mr. McBride writes:

"Such a museum must, necessarily, have a different viewpoint toward art than a museum that concentrates on the classics; on the permanently accepted masterpieces of all time.

"Here art is on test, we are on test. The new standards that develop out of the conditions of our life are put on the walls so that we may compare them with our own experiences. It is to be a case of 'take it or leave it.'

"The artists will be judged, and we shall be judged by our acceptances and rejections. It is a sad but a so obvious fact that it must be faced, that much of current production will be finally rejected. It always has been so, and always will be.

"But the necessity remains for the proper showing of the works of art that greatly stir such of our connoisseurs as are capable of being stirred by new aspects of our ever-changing life."

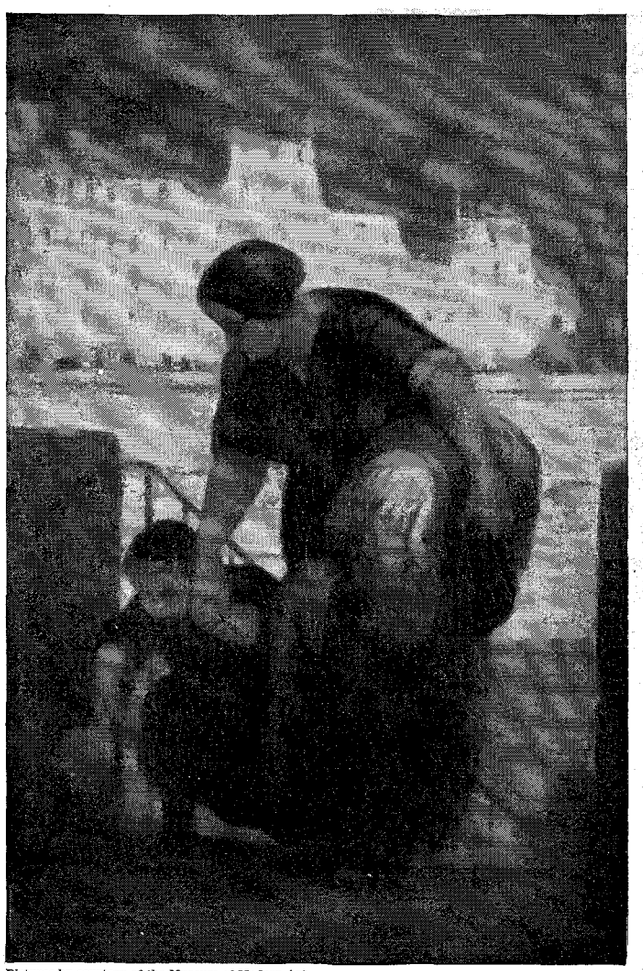
Since its beginning, a little over a year ago, the rooms of the Modern Museum have been crowded at its loan exhibitions, but now the museum has its own possessions awaiting a building of its own.

Miss Bliss's collection, says Mr. McBride, "shows what the public has missed by this slowness of ours in acquiring a modern museum. Yet—

"In private, and unconsciously, it has been acting as a little Luxembourg all by itself, and its late owner has done some weeding out, and has come to certain conclusions, so that now the general opinion will not affect it very much.

"The general opinion, in other words, has worked around laboriously to Miss Bliss's feeling. Many of these pictures that struck our people with surprize a dozen years ago now have the calmness of masterpieces.

"There would be no impropriety, for instance, in putting the two magnificent Cezanne still-lifes, the Seurat sea-piece, the Gauguin 'Head of a Tahitian,' etc., in close proximity to the Havemeyer paintings in the Metropolitan; but, of course, since the Modern Museum is just starting in business, it would be scarcely practicable to turn over its proven treasures to the senior institution at once."



Pictures by courtesy of the Museum of Modern Art

A Magnificent Daumier

Called "The Laundress"; not quite so modern as its associates, but still a masterpiece among Miss Bliss's gifts.

IN the catalog to the present exhibition, "E. B." has given a sketch of Miss Bliss; some parts of which follow:

"She was born in Boston. Her mother being somewhat delicate, she acted as hostess for her father during his official life in Washington as a member of the McKinley Cabinet. While her parents lived, she had no life outside theirs; no thought but complete devotion to their well-being.

"She inherited her mother's fine taste for music, and was an original supporter and prime mover in the national organization of the Kneisel Quartet, which gave pleasure to so many people throughout the country during its years of successful life.

"She played the piano well enough to have been a professional, but shied from public performance. After her mother's death, she ceased to play herself, but was always an appreciative listener, and gave liberally of her means and personal encouragement to any number of young artists struggling up the ladder of fame.

"The person who most influenced her life was undoubtedly Arthur B. Davies. Imprest by his genius, she purchased first one painting, then several, then almost anything obtainable from drawing to large canvas, as he finished it. He led the way to exhibitions, talked painting to her, modern methods, plans for future work, and found a willing listener, disciple, and patron.

"She broadened his horizon, and revealed to him the rhythm of sound as he unfolded for her the rhythm of color and form. Assisted by Davies's knowledge and inspired by his dreams, her delicate intuitive love of beauty developed rapidly.

"Loyalty was as natural to her as life itself, and she was an

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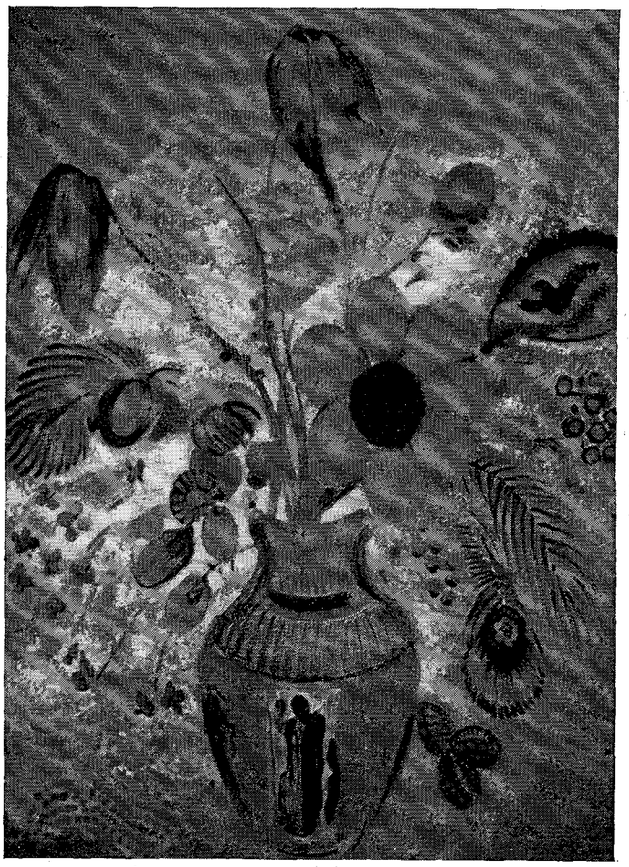
advocate for modern art when it had few admirers, a patron when it had almost no market; finally, through her keen intelligence, valiant championing of young artists, and her personal experience with their work, she became not only an important collector, but one of the best judges of contemporary painting in this country.

"To gather that which has stood the test of time takes skill and taste, but to select wisely from the vast amount of unweeded



Redon's "Etruscan Vase"

A departure from his usual jungle of color and form. Given by Miss Bliss to the Museum of Modern Art.

material produced by contemporary artists, requires taste, courage, and insight that amount almost to the gift of prophecy, and her gallery reveals what a critic recently described as 'well-nigh matchless tact of selection.'

"In manner she was quiet, somewhat unimpressive, yet always alert, and at moments of which she was unconscious one caught the vision of a radiant spirit. Apparently the gentlest, and certainly the most modest, of women, she was absolutely independent in her taste, and courageous as to her method of doing things. Having an instinctive love of the arts and a finely trained esthetic perception, she wove a pattern of brilliant color into the stereotyped background of a conventional life.

"Criticism, even ridicule of an artist's method, or the result achieved had no effect upon her whatever; she smiled confidently at those who had nothing in common with her beliefs, and went her serene, cheerful way. Just as a rock at the ocean's edge meets the pounding of the teasing surf, after each attack the rock emerges unchanged—it is the wave which breaks and leaves the rock gleaming in the sunlight as bright as before."

The Cover

THIS is a cover to frame.

Magnificent color; a deep, mysterious reading of one of nature's most impressive spots—Snowmass Lake, Colorado.

The artist, H. M. Veenstra, was born in Grand Rapids, Michigan, where he studied art. Employed in Chicago and New York as a commercial artist, he abandoned this for landscape, and now specializes in Rocky Mountain scenery.

From *The Colorado Association* we quote the following:

"Snowmass Lake is regarded as one of the most beautiful in the United States. It covers an area of fifty acres, is kept stocked with native and eastern brook trout, and is an exceptionally fine lake from the standpoint of fishermen. The waters are deep blue, contrasting strongly with the surrounding granite walls. At one end rises precipitously Hagerman Peak, altitude, 13,790 feet.

"Directly back of Hagerman Peak, about two miles in an air-line from the upper end of the lake, is Snowmass Peak, not visible from the lake. This peak is well above 14,000 feet. The lake is reached from Snowmass station, on the Denver and Rio Grande Western Railroad. From this station to the ranch below the lake, the distance is twelve miles by automobile. Horses must be taken there, the distance being seven miles.

"The lake is approximately fifty miles by air-line from Mount of the Holy Cross. Engelmann spruce surrounds three sides of the lake, and the Alpine flower garden in the vicinity is rich in varieties of many hues."

A Lost Illusion

WHAT IS THE FOURTH LARGEST BUSINESS in the world?

Anybody will answer—the moving-picture industry, for the assertion is so often made that no one questions it.

You may read it in the latest *Atlantic Monthly*.

But a Frenchman who has spent five or more years in America has written a book called "The American Illusion" (The Century Company), and one of our major illusions, he feels to be this one about the moving-picture business, which doesn't come within sight of the production of ice-cream.

He found it a little below seventy-fifth in rank.

This is how he argues:

"In 1925, a year particularly prosperous industrially in the United States, the value of the products of the picture studios is stated in official statistics as $93,636,348.

"This is not a negligible figure, far from it. I would be contented with a small fraction of it for my tobacco money. Nevertheless, it proves that a people of a hundred and twenty millions have needs more imperious than that of seeing moving pictures.

"I offer in proof the following statistics of the same year:

Lithography	$98,721,268
Cordage and string	100,447,364
Hair and spring mattresses	110,716,896
Aluminum	127,830,756
Perfumes and cosmetics	192,510,453
Ice-creams	286,175,686

"I could quote from three long pages the figures of industries more important than that of films, but I will not abuse your patience. Those cited prove my point.

"The members of the picture industry will dispute the truth of my contention, I know, and I know in advance their argument.

"They will claim that the houses where films are shown make part of the industry, and that those figures should have a place on the balance sheet. My readers are free to side with them if they choose; as for me, I consider the argument a mere pleasantry.

"Even if all the theaters where reels are shown gave no other entertainment, which is not the case, the argument even then would have no value. Either the moving pictures form an industry, or they do not. If they do, that industry must follow the laws of any industry. And in consequence, the value of the products manufactured, and that value alone, must be taken into account.

"Take the automobile industry, for example. It began with nothing, as did the pictures, and in 1925, the value of its products reached $4,721,402,566. And in this valuation no one thinks of including, you may be certain, the profits of the retail dealers, or of the garages, or of the filling-stations.

"Or, if you prefer, compare the printing industry, the sixth in order of importance. Into a valuation of $2,269,638,230 no one has thought of putting the profit made by stores and newsstands on the magazines and books sold.

"So, Gentlemen of Hollywood, a little less boasting . . . *que diable!* . . . a little less boasting!"

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Post-War Civilization Rebuked

ALONG WITH ERICH REMARQUE'S just-published novel of bitter disillusion, "The Road Back," we read of a play as bitter coming from an Englishman, whose forte has been gaiety and sophistication.

"A new Noel Coward is born to-day," writes Hannen Swaffer in the London *Daily Express*. "The playboy has become the bitter cynic; the flaneur is now a ruthless satirist."

Certain moments in his play, "Private Lives," that had the benefit of his presence in the cast for the first three months of its run at the Times Square Theater may have prepared the discerning spectator for the play, published but not yet produced, that Mr. Swaffer thus characterizes:

"In 'Post-Mortem' Coward turns and rends the people who hitherto have applauded him. He smashes away the props on which he has climbed to fame and fortune. It is the world in which he has himself lived with which he finds fault.

"'Post-Mortem,' the most unmeasured stage cynicism of our time, is an attack on modern life—that is, the modern life in which the Noel Cowards move. All the small people in the small towns and villages are ignored. The social changes among the great majority are not mentioned.

"'Has civilization learned nothing from the war?' Noel Coward asks, answering it with the bitter jibes we have read in war books and heard in the speeches of many disillusioned soldiers.

"Noel joined the Army himself, when he was eighteen, in 1917. Now, at the age of thirty-one, he utters in the dialog of eight short scenes, what thousands of his kind have thought and said.

"He sneers at censorship and humbug and orthodox religion, gossip writers, journalism, so-called 'society,' the parrot-cries of the war, and the people who bleated, seeking publicity, such phrases as 'I gave my son.'

"'Listen; you can hear them clearly now, blasting your Christianity to pieces,' he makes his hero, the ghost of a dead soldier, say.

"'You did not realize that all the sons you gave, all the husbands you gave, all the lovers you gave, in your silly pride, were being set free. Free from your hates and loves, and small, pitiful prayers for eternity. You would not have let them go so easily if you had known that, would you?

"'They've escaped—escaped. You will never find them again, either in your pantomime hell or your tinsel heaven.'

"'Post-Mortem,' except for a few minor blemishes, is written with an amazing naturalness. It should be a world success."

A REVIEW by Maitland Davidson in the London *Daily Telegraph* gives more citations from the text of the play, and while observing that "a dramatist need not be regarded as indorsing all the opinions exprest in his play," he adds that "one does draw the inference that *John Cavan* and Noel Coward are spiritually one."

"This *John* is one of a little group of officers we meet, at the play's opening, in a front-line dugout, date 1917. *John's* father is proprietor of a newspaper that publishes 'euphemisms' about the war, how the men go over the top cheering and shouting 'For God and Country,' and all that sort of thing.

"Infuriated by 'all that mealy-mouthed cant,' *Perry Lomas*, poet, passionately insists that 'nobody's learning anything' from the war. *John*, on the other hand, holds that 'something must come out of it.'

"'I have a feeling that one might see the whole business just for a second before one dies. Like going under an anesthetic, everything becomes blurred and enormous, and then suddenly clears, just for the fraction of a fraction of a moment.'

"That gives the cue for the rest of the play. Shortly afterward *John* is mortally wounded, and while he lies on the stretcher, dying, he visits, a tangible ghost in khaki, the England of 1930. First he appears to his mother:

"'I know about war—a bitter and cruel knowledge, horror upon horror, stretched far beyond breaking point, the few moments of gallant beauty there are not enough, measured against the hideous ages of suffering! Now I must know about Peace. . . .

"'I must know whether the ones who came home have slipt back into the old illusions and are rotting there, smug in false security.'

"Next to the girl he had loved; he finds her hard and flippant, frightened of the memories he recalls.

"*Perry Lomas* has written an honest book about the war (called 'Post-Mortem'), which is being attacked by *John's* father in his paper as 'blasphemous, seditious, and immoral,' and *John* arrives just in time to prevent him committing suicide because of the 'hopelessness of things.'

"'Nothing's happening really. There are strides being made forward in science, and equal-sized strides being made backwards in hypocrisy. . . . The only real difference in post-war conditions is that there are so many men maimed for life and still existing, and so many women whose heartache will never heal. The rest is the same, only faster, and more meretricious. The war is fashionable now, like a pleasantly harrowing film. Even men, who fought in it, some of them, see in it a sort of vague glamour; they've slipt back as I knew they would.'

"*John* hands him back his revolver, and he shoots himself.

"A scene in his father's office (done in a manner rather expressionistic) heightens *John's* disillusion. 'England can now only recognize false glory.' His old war comrades prove to have turned smug, as he had feared, and after a tender and moving farewell with his mother we see him back on the stretcher again, saying, as he dies: 'You were right, *Perry*—a poor joke!'"

Worthy to Hang by the Havemeyers

"Port en Bessin" by the Neo-Impressionist Seurat—a gem for the Museum of Modern Art bequeathed by Miss Lizzie P. Bliss.

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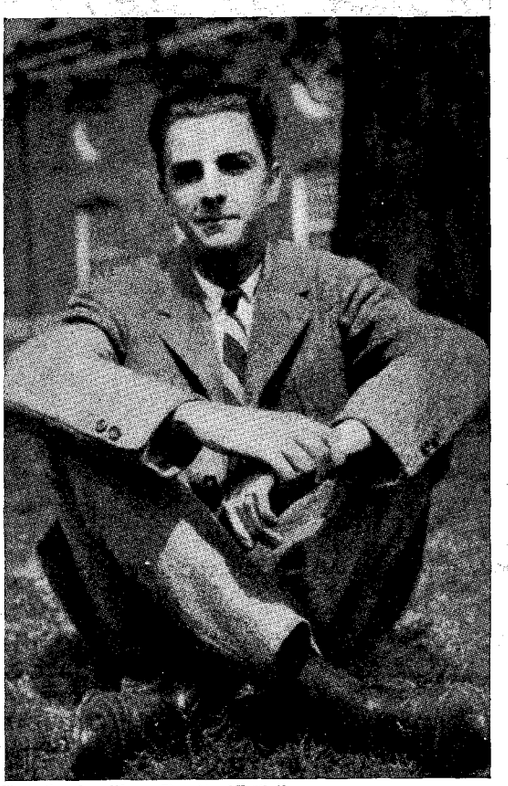
Larry—A Red-Blooded Christian

DEATH REACHED OUT SUDDENLY for Larry, taking an only son; but it gave back the shining example of a youth who lived cleanly, and found life good. Had he had a moment's respite before he died in the hour of sunset, Larry would have had no regret for shame or failure.

All parents and all youth may profit by his story.

One evening the handsome, rollicking boy rode out to watch a beautiful sunset in Arizona. In a few days more he was to return home and to college. Just before he started he posed on the bronco he had broken in, and said: "Call it the last stand of the cowboy."



Illustrations from "Larry: Thoughts of Youth," published by the Association Press, New York

Larry

It was prophetic, for he never came back. Searchers found his body. Apparently he had been sitting on the ground, holding the lariat fastened to the saddle. Something frightened the horse, and Larry was hurled against a stump. So they found him, when the sun had gone down.

Larry was the only son of Mr. and Mrs. Thomas J. Foster of Ridgewood, New Jersey. He was active in school life, the Hi-Y Club, the Boy Scouts, and the Methodist Episcopal Church School. He was graduated from high school at eighteen, and entered Lafayette College in 1923. At the close of his sophomore year he went to Arizona for his summer's vacation, regretting only that his "Dad" could not go with him.

HE left behind him a diary, some letters, some original poems, and a philosophy, which, tho not meant for the printed page, have been lately done into a book, "Larry: Thoughts of Youth" (Association Press). It is an involuntary legacy to all youth who may doubt that the good life is the best.

And lest it be thought that Larry was what is contemptuously described as a "goody-goody," let it be said at once that he was a healthy, normal boy, full of the zest of life, that he was an athlete who could run, jump, play ball, and fence with the best of them, that he could play and sing, debate and write, and that he made "Phi Bete" marks in his studies. And besides the father and mother whose son he was proud to be, there was the "Girl," who epitomized for him all that was best in young womanhood. He was modern in his outlook, but as old-fashioned as virtue in his living.

Once, after a party, he wrote to "Girl": "I am afraid that I am hopelessly simple and out of fashion, an uncollegian, but I can't enjoy a gang that lives on nothing but mushing and necking, and who have absolutely nothing inside their upper stories but nonsense."

And another time:

"The days are divine. Honestly, no matter what beliefs I might have in regard to religion, a day like this proves to me that there is a God.

"The grass is a vivid green, shrubs are just bursting with yellow and red buds, trees have a downy yellow-green foliage as well as the darker and heavier emerald, the patches of shadow are so darkly contrasted with the bright background that everything stands out in bold relief. The ivies are making the buildings beautiful with their fine traceries, and over the whole living, singing, growing earth there is a pale blue Maxfield Parrish sky.

"Gosh, beautiful? Heavenly! And some fellows walk to class looking down at their shoes and never a smile on their faces. Why, the poor prunes, they're missing the most gorgeous picture ever painted."

Once, in his sophomore year, when he had told her he "forgot every damn thing" in the rebuttal of a practise debate, he came to something they had discust between them:

"You still don't see what I mean *about a boy having a girl for an* ideal. I don't mean that the girl must be ideal—'they ain't no sich animal, I guess.' But the boy can live so that he will be more worthy of the best that is in him—and this 'best' is always what he thinks the girl would have him be. The girl is his standard—his ideal. He thinks 'What would she think of me if I did this?' or 'What would she want me to do now?'"

THEN there was the time he met another sort of girl:

"Fact is, I was so sore and sick *that I had to waste a night like that* (most heavenly moon) on such a mud fence (which is slander, for she wasn't bad looking) that I almost took her up just to get even with her. It never reacted on me that way before, but when she started this fool flirting and playing with my hands, I was almost tempted to give in to myself, and show her that that kind of stuff is not for wholesale fooling, and end up by spanking her soundly."

His mother was his "best girl," and his father his best pal. To his mother on her birthday, he wrote:

"Somehow you understand things so nicely—especially things about your son. And I'm the only son you ever had, by George, so you haven't had an awful lot of practise—only nineteen years.

"But you know all the things you should and shouldn't about me without my saying a darn thing; I've started to tell you loads of confessions—and then seen in your eyes that you knew 'em all the time. What's a fellow to do but adore you? You have such a big advantage—you don't give him a chance! . . .

"And, Mom, you know me well enough to understand that all of this has been scribbled down because I love you. Not that I wouldn't believe it otherwise—for I can't conceive of any one knowing you without loving you—but the only proof that I can give is that if for no other reason, I should always give the very best of myself for you."

AND what father would not like to receive such a telegram as this from his son—

"Loads of happiness and success to the very finest Dad that a fellow could have. My most used criterion for self-criticism is: 'Would that make me just a bit more worthy of my Dad?' You see how you have permanently ruined me! But no matter how many things people say of me, good or bad, the thing that makes me swell most with pride is to be called

"'Tom Foster's Son!'"

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And be it recalled that "Tom Foster's son" was a leader in all college activities, a rollicking boy who wanted the best out of life and got it, yet who had time for Y work and a Sunday-school class of "poor little devils" who knew more about football than any of the decent things that kids ought to know about, who was undecided between architecture and the ministry, who could twang a mandolin and take care of a drunk, who could indulge in a lark and write this of taking Communion:

"One has the feeling that it is at such gatherings of the men that the real spirit and worth of the college comes to the fore. In spite of the conditions which exist in the colleges, in spite of the fact that men profess to ignore religion, I know that underneath it all is the deep-seated reliance on Someone or Something greater. There are numberless creeds and beliefs among the fellows—all types and kinds of denominations—but no matter what Deity they believe in, the fact remains that they do believe, and it is at a Communion service of the kind we have here that the men show themselves in their true light—bless 'em!"

Headed for the Sunset

"Call it 'The Last Stand of the Cowboy,'" said Larry, as he started on the ride from which he was never to return.

That was in a "theme for English." He writes of his triumphs, of his hopes and ambitions, his disappointments and defeats, now serious, now humorous. We see him on the campus when the moon is riding high, in the homes of friends where he is always welcome, washing dishes for an old friend who is soon to become a mother, home on vacation, taking a walk with "Girl," breaking in broncos in Arizona.

The boy is there, but the man is in the making. He is radiantly happy when he makes the debating team and Tau Kappa Alpha, but he is badly upset when a weak friend "always dies on first," and after he is told of his "tremendous responsibility" to the men, the House, and Zeta Psi.

"Damn!" he writes, "I went up to bed and was sore for a good hour, sore because I know well that it is true. I have a responsibility, and I'm trying to accept it, but it's hard sometimes."

Let those who are soon to enter college read his "philosophy." No wavering spirit here. Take this bit:

"Some one asked me why I came to college if it is not for selfishness. In trying to answer him I cleared up some points that I have been hazy about for some time.

"I came to college because I want to increase physically, mentally, and spiritually to such an extent that I can command a great deal of influence and win the confidence, the respect, and the love of other people. Pure selfishness.

"But I mean to use this influence in bringing happiness to these other people—through the medium of politics or architecture, or engineering, or the Y. M. C. A. I mean to do my utmost to make the Christian way of life the only way of life.

"Incidentally, if I can prove that the matter of being a Christian is not a mollycoddle idea, but a red-blooded, two-fisted, daring scrap from start to finish, I shall feel that I have accomplished a lot toward the ultimate goal."

His life was the proof. In a review in *The Churchman* (Episcopal), Robert P. Kreitler compares Larry's book with the Confessions of St. Augustine, "for both are innermost soul searchings of young men, alike in confronting the eternal problems of youth." "One catches," writes C. F. Nesbitt in the Nashville *Christian Advocate* (Methodist), "glimpses of a rare young spirit that bore unlimited promise, of a friend one would be glad to cherish, of a real youth of God's rarest quality."

Our Inherited Contempt for Law

BOOTLEGGING, RACKETEERING, GANGDOM, and all the rest of the hierarchy of crime are a part of our national inheritance.

Ex-barkeepers and social leaders are not the first to conspire to violate the Constitution and laugh at the courts.

The Constitution has been manhandled to serve special interests as against the unorganized masses ever since it was written.

The very hands which built the framework of the republic broke its laws when it suited them. Even before that, the first Americans were conspicuous for breaking their agreements with the Indians and resorting to massacre when they deemed it necessary to extend the area of conquest.

This is the thesis of Prof. William E. Dodd, Professor of American History at the University of Chicago. He warns us what to expect.

"Men released from the long subordination to European feudalism and accustomed to think land the beginning and the end of all good things," he writes in the New York *Times Magazine*, "could not be restrained, even in the face of horrible massacres, from immediate violation of all rules and treaties enacted by themselves or promulgated from the other side of the Atlantic."

To come down to a later date in the chronology of our broken tablets, Professor Dodd cites the brazen and continued violation of the Federal Anti-Slave Trade Act of 1807 by men powerful enough to control Governorships, to dominate Congressional delegations, and to guide Federal courts and Cabinets.

This led in retaliation to protesting violations of other Federal laws enacted by large majorities of both houses of Congress: the statute of 1793 for the return of fugitive slaves from Northern States, and the act of 1850 which had the support of courts and States alike.

An epidemic of lawlessness in the North which fully matched the contempt of law in the South followed, says Professor Dodd, and—

"To this day the most pious and socially minded people of the Eastern and Mid-Western States, avowed pacifists, boast privately and before public audiences that their fathers and grandfathers joined the mobs of the 1850s, and stayed up of nights to man the underground railroads in order that national laws might be made null and void.

"These same people complain bitterly of the wholesale violation of the Volstead Law. It is a habit of lawlessness and a false notion that contempt of unliked statutes is the best means of their repeal."

This policy of the powerful minorities in both the North and South increased the general irritation "until nothing less than the wholesale lawlessness of a great war annulled the statutes in question." And Professor Dodd warns us that "men need now to take note afresh of their past lest similar contempt of law teach the masses of helpless folk the impotence of

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constitutions, State and national, and lead them, on some evil day, to take the fateful road to revolution."

Passing over the wholesale crimes of Reconstruction in the South and scandalous crimes in the great cities of the North, this historian goes on to remind us of the contempt in which the Anti-Trust Law of 1890 was held, and he says that from 1893 until the Anti-Trust Law was modified to exempt "good" trusts and organizations, there had been as little enforcement of the act of 1890 as of that of the Anti-Slave Trade Law of 1807.

In both instances "the powerful talked daily of the sacred Constitution, and yet daily violated a law enacted in the spirit and according to the letter of the Constitution."

And if the great may ignore social restraint and positive law, why, asks Professor Dodd, may not lesser folk do likewise or worse? "It is not here a question of the wisdom of the fathers of 1890," he says. "Nobody is all-wise. It is a question whether the violation of law is socially safe, or whether any great country may permit through decades and half-centuries the contempt of important statutes without paying the cost."

We are paying it now:

"In any great city of the country there are to-day more violent deaths in a year than there are in the whole of Great Britain with a population of 50,000,000.

"Unthinking and unreading people attribute these deaths and the accompanying robberies to the Eighteenth Amendment and its enforcing law of 1919. There were many streams of tendency and behavior already focusing upon the present social order before the fanatical drys, deeply unconscious of history, and their equally fanatical opponents, no better informed, set up their famous reform measures of 1918-19.

"It is an acknowledged fact that the Eighteenth Amendment carried in all but five or six States by large and lawful majorities.

"There was no question of the constitutional proprieties in the case, much as some far-seeing men warned against the risks involved; and it was as much the constitutional duty of every citizen to obey the amendment and the Volstead Law as it was the duty of slave-owners to leave the Africans to their jungles, or the masters of trusts to give up their gigantic combinations."

With such an example, "it was hardly to be expected that ex-barkeepers or high society leaders would observe less important measures, most difficult to enforce." In fact,

"It was an invitation to all and sundry, to those who guided city politics over the counters of saloons, and to those who loved their drink more than they loved either their old or their new fatherland, to flaunt the law. With all the tendencies I have described above, and all the opportunities, what else might men have expected of these great United States?

"There is now an epidemic of crime, above all, in the cities where it is most easy to make high returns from violence and murder, but also in the wide stretches of the country where lawlessness has never been a matter of strict statistics, and where men behave as they will in matters of private conduct.

"This is perhaps a dark picture. It is no darker than the facts, and it is time for great newspapers and greater political parties to pay more attention to the consequences of their printed pages and their calculated resolutions.

"There is such a thing as playing too long with fire."

Tell Us, Mary Magdalene

By Rachel Currey Day

[In an early church hymn, Dic Nobis, Mary Magdalene is asked what she had seen on her way to the tomb of Jesus on Easter morning. The reply comes that Mary has seen "the glory of the Re-arisen that dies and is reborn with every year."]

"Mary, what hast thou seen upon thy way?"
"I saw a bird that sang upon a thorn;
I saw a butterfly arise new-born;
I saw a flower that smiled to greet the day;
I saw the rising sun's first gold-tipped ray
Pierce through a cloud that straightway ceased to mourn;
I saw a doubter change his look of scorn
To one of rapture as he knelt to pray.

"Yes, I who brought my loving offering
Of oil and spice and green to deck a tomb
With weeping and in sorrow for my King,
Found shroud and vestments there but not death's gloom;
Angels bear witness to my wondrous story—
I saw the Re-arisen's shining glory."

—*The Times, New York.*

Ending Slurs on Jews

Anti-Semitism still lingers in this country, but it is often unintentional.

Better news is that cooperation to end it is promised.

Such, in brief, is the report of the Anti-Defamation Commission of the B'nai B'rith, an organization which endeavors to promote better understanding between Jews and non-Jews.

Evidence of anti-Semitism, we read in the New York *Sun*, was found in newspapers, magazines, books, circulars, post-cards, motion-pictures, radio programs, employment, and at hotels and resorts.

The report states, however, that slurs on the Jewish race are often unintentional, and practically all instances of prejudice investigated by the commission proved to be without the knowledge of the sponsors. This was particularly true in the case of newspaper editors and managers of radio stations, says the report. The commission found that these editors and managers are willing to cooperate to eliminate bias.

Some of the accomplishments of the commission since September 15, 1930, are listed as follows in *The Sun:*

"The organization effected the elimination of objectionable definitions of the word 'Jew' in two dictionaries; obtained a promise from the American Automobile Association that it will in the future refuse to recommend any hotel which discriminates against Jews; received assurance from a large credit agency that no reference to religion will be made in its reports; negotiated successfully with the Associated Press in a protest against the word 'Jew' to designate a gangster; drew an apology from a large Western corporation because a subsidiary department published an advertisement for employment with the phrase 'Christians only'; informed by a radio station that it regretted the broadcast of an objectionable song, and assured that nothing derogatory to Jews would be broadcast in the future."

A Knell to English Parish Life

Some revolutionary changes are forecast for the Church of England.

Superfluous churches will be closed, believes the London *Daily Mail;* worshipers will travel on motor-buses, and curates will use motor-cycles to travel to their more distant pulpits.

Every parish in the country is likely to be affected, according to the newspaper, which also believes that the changes will be in operation by the end of the year.

Because of a deficiency of 1,100 clergy, several parishes under the new plan would be amalgamated into one, with the parish priests and curates redistributed to work in more densely populated areas.

The scheme, says *The Daily Mail*, will sound a knell to the old parish life of England, and bells which have been rung every Sunday for centuries will be silent.

"The country squire will dine alone on five Sundays out of six," it goes on, "for the vicar will have not one but five or six squires in his new parish, and ordinary tenants will inhabit hundreds of old English vicarages."

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Glimpses of Summer Vacation Lands

THIS is preeminently the year in which to get away from humdrum, to escape for a time the worries of life. It is, of all times, a summer in which to renew vigor of mind and body. Thus a vacation becomes doubly necessary to our well-being, a life-saver as well as a joy.

Therefore, we take our readers in these pages to recreation in the world of outdoors; to the eternal inspiration of nature, which makes us forget transient perplexities. This year, too, the happiness of travel at home or abroad may be realized with more economy than heretofore in the post-war period.

MANY pathways of the East are followed to New England's Vacation Lands. Here we meet associations of three centuries, and as Lowell Thomas, explorer and world-wide traveler, says: "It is a glorious, inspiring experience to visit these historic places." Here, too, we find that nature is prodigal with a blending of seashore, forest, lake, river, and mountain.

Glimpses of New England's Playgrounds

Connecticut Shore	Litchfield Hills
Watch Hill	Berkshire Hills
Narragansett, Newport	Bay State Coast
White Mountains	Maine Resorts
Vermont Lakes and Mountains	

Connecticut's Summer Haunts

Nature and history are entwined in Connecticut's shores and hills. Shrines of the country's early days are mingled with beach, river, and hill. Indeed, the State is a fitting introduction to the charms of New England.

POST ROAD RAMBLES

Since tooting horns announced approach of stage-coaches the old Boston Post Road has been Connecticut's pathway of history. And now paved with multi-stripped concrete and paralleled by steel rails it is traversed by millions. From Greenwich to Stonington it is a route of variety.

We enter towns and cities in which old and new are side by side. Marine vistas disclose blue Sound waters dotted with white sails. River prospects open landward. At Stratford we cross the Housatonic joining salt water from its Berkshire source. Saybrook brings us to the Connecticut's mouth and New London the Thames of regatta fame.

Communities invite us to tarry along the way. Greenwich has her "Put's Hill," scene of Israel Putnam's famous ride, and shoreward the Indian Harbor Yacht Club. Summer colonies face the Sound at Shippan Point and Westport. Bridgeport breathes of Connecticut's industry. Milford has its Laurel Beach. We pause at New Haven's historic Green to see Yale University. Beyond New Haven are summer homes at Pine Orchard, Stony Creek, Thimble Island, Sachem Head. At Guilford stands the oldest stone house in New England, built in 1639. Madison and Westbrook have water attractions. Colonial atmosphere adheres to Saybrook and Lyme, frequented by artists. New London, on its superb harbor, reminds us of old-time whaling days.

RIVER OBJECTIVES

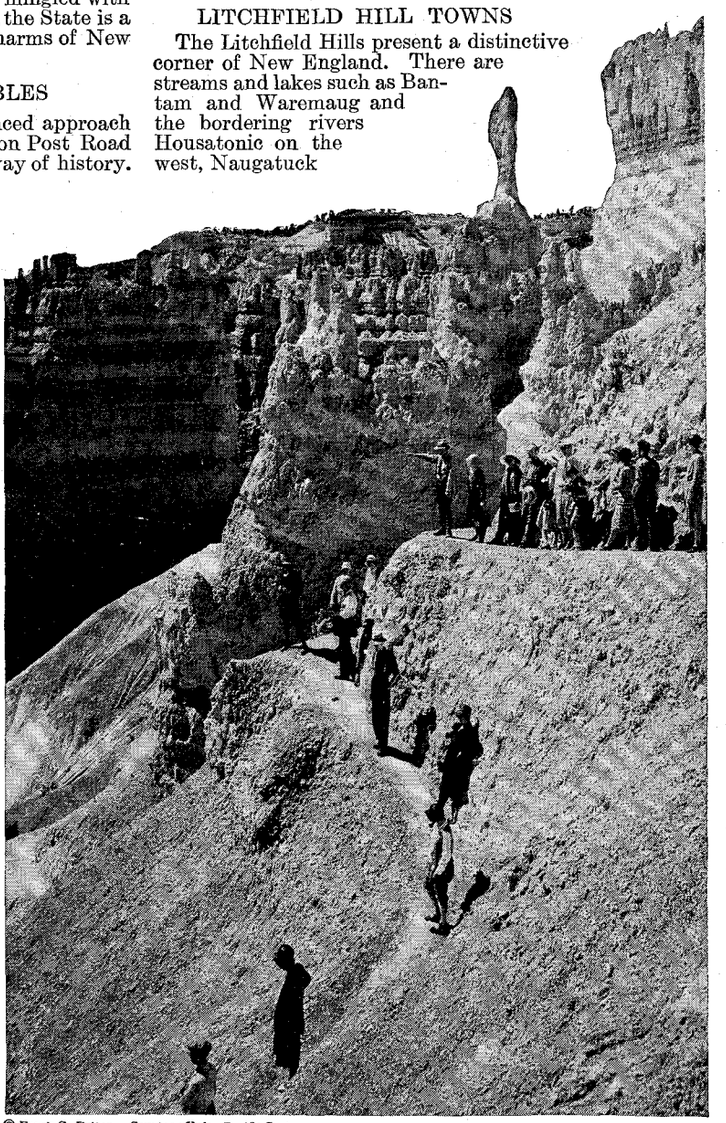
From the Lymes the Connecticut River invites us up its winding course, with towns awakening interest—Haddam, with its Meeting House Green; Middletown, with its seats of learning; Glastonbury, birthplace of Gideon Wells, Lincoln's Naval Secretary. Then the golden dome of Connecticut's capitol building beckons us to Hartford, where stood the Charter Oak and lived men famous in letters and art. From this rail and motor hub we may follow the western routes to a picturesque hill country.

LITCHFIELD HILL TOWNS

The Litchfield Hills present a distinctive corner of New England. There are streams and lakes such as Bantam and Waremaug and the bordering rivers Housatonic on the west, Naugatuck on the east. An unusual charm pervades the upland towns crowning these hills.

Under their ancient elms and facing village greens they are graced by Colonial homes dating to the seventeen hundreds yet spick and span as the day built. In them have lived men famous in the life of America. Oldest of all is the Wolcott house (1785) of Litchfield, home of Oliver Wolcott, a signer of the Declaration of Independence and a Connecticut governor. As one writer says: "Litchfield still cherishes its traditions, its architecture, its elms." In Roxbury, Washington, Norfolk, we see other typical hill towns.

Beyond the Litchfield Hills is a lakeland with delectable towns such as Sharon, Lakeville, and mature Salisbury.



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Gorgeous Colorings and Rock Fantasies of Utah

All hues of the spectrum and every sculpture known or dreamed of by man hold us spellbound in Bryce Canyon National Monument.

"Little Rhody's" Endearments

The Providence Plantations, incorporated under the Earl of Warwick Charter in 1644, and now our State of Rhode Island, has ever been a pleasant country to visit. This land of Roger Williams, with its bays, beaches and smiling countryside, appeals to the summer vacationist and has famous resorts.

Along the coast of "the old south country" are inviting colonies. From Watch Hill, where we may bathe, golf, or sail, eastward to Point Judith, stretches an almost continuous white sand-bar. Inside this silver strand lie a series of landlocked bays by local nomenclature designated "ponds." Twelve miles off Point Judith Light is Block Island, home of the Atlantic Tuna Club.

Northward of Point Judith Neck we may visit Narragansett Pier, noted for its social prestige and magnificent beach. Offshore rides Brenton's Reef Lightship, marking the entrance to Narragansett Bay, which, island-dotted, reaches thirty miles inland.

At its eastern entrance stands proud Newport, whose Bailey's Beach, Ocean Drive, Cliff Walk, and villas have been the rendezvous of fashion since long before "the gay nineties." History has also enriched it with the Old Stone Mill in Touro Park. It has the Naval War College, Torpedo and Naval Training Station.

Inland beyond Narragansett waters are lakes, streams, rolling hills, and charming old colonial towns. We may motor through miles of woodlands, for Rhode Island is said to have a larger proportionate area of forest than any other State.

It is a land enriched by the past, for at Coventry we see the home of Gen. Nathanael Greene; near Charlestown is the Indian Coronation Rock; at Smithfield stands the Greenville Tavern of 1730; at North Smithfield the Peleg Arnold Tavern dating back to 1690 and so on.

Providence, with her deep water channel, twenty-eight miles to the sea, is not only Rhode Island's capital but a New England city rich in culture and industry and an important north Atlantic port.

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Rambles in Massachusetts

If we love the sea, Massachusetts invites us to its 500-mile coast-line. If forest, stream, river, and mountain trail are preferred, there are the Berkshire Hills. If historic places appeal, we are offered the Pilgrim's Rock at Plymouth, the Paul Revere house at Boston, the historic bridge at Lexington, the Wayside Inn at Sudbury, the Colonial homes of Deerfield, and scores of others.

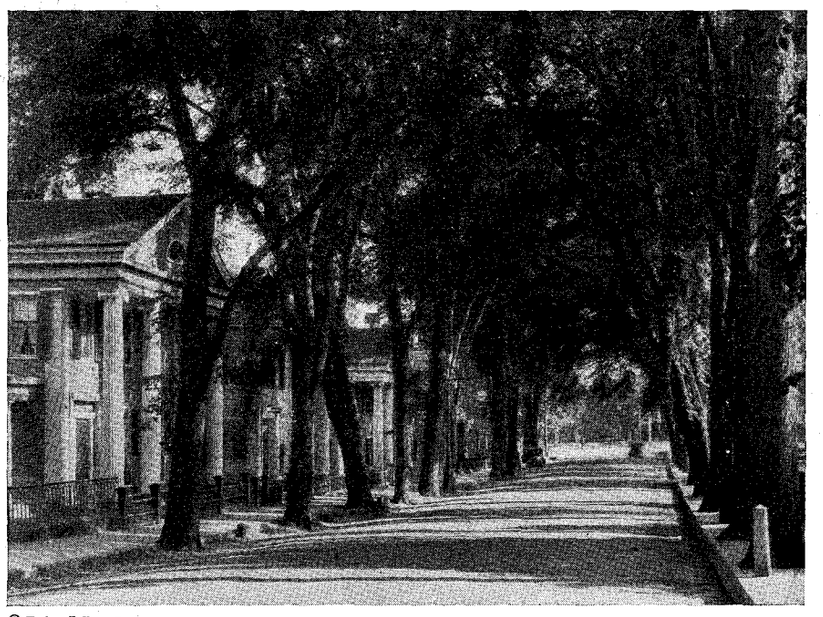
BREEZE-SWEPT ISLES

New Bedford, whence whaling ships once weighed anchor, is a gateway to the Buzzards Bay region, favorite of fishermen and yachtsmen.

From this old port an off-shore steamer route bears us to the Commonwealth's famed islands. First we reach Martha's Vineyard, according to legend the "enchanted isle" of Shakespeare's "Tempest." For here landed Bartholomew Gosnold years before arrival of the Pilgrims, and returning to England he published his glowing impressions, which, it is said, gave the great bard his inspiration.

Whether or not this is true, generations of vacationists landing at Oak Bluffs or Edgartown have found Martha's Vineyard an "enchanting" summerland.

Beyond its East Chop Light, outflung into the Atlantic, lies Nantucket, settled by the Puritans, and visited these many years by those who feel the charm of Nantucket town, mellowed by the centuries, and "S'conset" breathing the atmosphere of the sea. Read your "Moby Dick" for a picture of Nantucket in the heyday of its whaling fame.



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A Glimpse of New London's Elm-Shaded Colonial Homes

CAPE AND BAYS

From Buzzards Bay to Provincetown, Cape Cod, is a continuous summer playground with seemingly limitless beaches, inviting bays, lakes, bluffs, and hospitable communities.

Two harbors stretch inland north of the Cape, each a cradle of New England. Past the Gurnet on that fateful day of 1620 sailed the *Mayflower* with her Pilgrim company, and over old Plymouth to-day hover the ghosts of Governor Bradford, Captain Myles Standish, Elder Brewster, Priscilla, John Alden, and their companions.

In June, 1630, the good ship *Arabella* passed into Boston Harbor bearing Governor John Winthrop with his charter of the Massachusetts Bay Colony. Thus began a settlement which in to-day's capital city is replete with interest.

Beyond Boston is the charming North Shore chain of summer colonies at Beverly, Magnolia, Gloucester, Newburyport, etc.

RIVERS AND HILLS

Leaving the coast, we turn toward the west. Summits of Mt. Wachusett, Mt. Tom, and Mt. Holyoke beckon us toward the Connecticut's valley, with its picturesque tributary rivers, the Chicopee and Millers from the east, the Deerfield, Mill and Westfield flowing from the western hills.

Rugged, picturesque scenery follows until we arrive at the Berkshire rampart, Mt. Graylock (a State park), its northern, Mt. Everett its southern sentinel. Climb the Cheshire Trail, or motor from Adams to the summit of Graylock, or follow the trail to the forest ranger's tower atop Mt. Everett, and we are greeted by rare panoramic views.

Over the Hoosacks from North Adams runs the famous Mohawk Trail, and from Williamstown over the Taconics the new scenic Taconic Trail. Pittsfield is the metropolis of the Berkshire country.

Turning southward, we may follow the valley of beauty through which flows the Housatonic River. Spotless, elm-shaded towns follow in succession. Lenox, "the inland Newport," is surrounded by park-like estates. Stockbridge, with its memories of Jonathan Edwards and Indians, invites us to its historic inn. Great Barrington, "gateway to the Berkshires," is rich in history. Sheffield's homes date back to the early eighteenth century. South Egremont is a gateway to the western slopes of the Berkshires.

New Hampshire from Sea to Mountains

From White Island Light, rising from the Isles of Shoals, to Lake Winnepesaukee's forest-bordered waters, and from the Great Stone Face of Franconia Notch to Lake Gloriette's mirrored surface in the Dixville cleft of the White mountains, the Granite State is vacationland for nature devotees of every preference.

Altho New Hampshire has only a little corner fronting on the sea, this short coast-line provides attractive summer playgrounds. For, as the State Department of Publicity says:

"No less than for its far-famed mountains and the incomparable beauty of its lakes, New Hampshire is also renowned for its delightful shore, every mile of which contributes to one of the most charming reaches that make up the contour of the Atlantic coast line. Beginning with the broad sweeping sands of Hampton, with all the enchantments of surf bathing, salubrious ocean climate and seashore pleasures at their best, there is next encountered Rye, with its bold and rocky shore line interspersed with stretches of hard sandy beach; and then Portsmouth, historic city by the sea, with its quaint homes and no less quaint and more pretentious mansions, impressive landmarks of Colonial days, which once housed royal governors."

LAKES OF BEAUTY

After a dip in the surf we may go inland for a paddle over fresh water, for one-sixteenth of the surface of New Hampshire is covered by lakes. There are about 600 lakes and ponds in the State, of various sizes and altitudes. The larger and more important include Lakes Winnepesaukee, Squam, Sunapee, Winnisquam, Ossipee, and New Found Lake. Many others, as well, offer attractive recreation advantages.

For years steamboat service has been operated on the largest—Lake Winnepesaukee—and now, under the direction of Lieutenant Robert S. Fogg, the aviator who brought back the first pictures of the German transatlantic flyers from Greenley Island, and also the first pictures of the Viking disaster from Horse Island, an aerial taxi service over the lake is available from the Weirs. Besides the Weirs, summer vacationists frequent Alton Bay, Laconia, Center Harbor, and Wolfeboro.

WHITE MOUNTAIN WONDERS

But New Hampshire's dominating scenic masterpiece is her White Mountains, capped by Mt. Washington, which looks down upon all the rest of New England. Eighty-six other peaks contribute to the sky-line, and within this region are the more than half a million acres of the White Mountain National Forest. Untold numbers of tourists have visited the wonders and beauties of this range, and will continue to come hither through future ages.

Sixty-two picturesque golf courses contribute to summer play. White Mountain gateways include North Conway for Crawford Notch, Gorham for Pinkham Notch, Colebrook from the north, and Berlin from the south for Dixville Notch, Littleton and Bethlehem for Profile Notch, Plymouth from the south.

Through the heart of nature we may motor over more than 1,500 miles of State trunk highways, with official tourist-information booths maintained in fifteen cities or towns.

Spirit of the Pine-Tree State

"Maine is happy to greet you," proclaims Gov. William Tudor Gardiner, "to welcome you into her midst, to offer you an opportunity to share her picturesque coast and harbors, stately mountains and forests, placid lakes and streams. As Maine people, we take pride in keeping fresh the New England hospitality of our forefathers."

It would be a difficult vacation desire that could not be satisfied in accepting this invitation. Salt-water bathing, fresh-water canoeing, and fishing, motoring, mountain climbing, hunting in virgin forest, golf, yachting, are among Maine's recreation staples. Permanent and movable camps and attractive hotels are available in variety.

COAST RESORTS

Coastal island-dotted bays and spacious beaches provide a series of playgrounds from the interstate bridge at Kittery to

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Courtesy of Maine Development Commission

Maine Moose

select Biddeford Pool, and from the sands of Old Orchard to Portland, city of Longfellow, and gateway to the State. Beyond Portland lie the 365 islands of Casco Bay; Boothbay's charming harbor and the islands and blue water of Penobscot Bay; the lofty summits of Mt. Desert Island, with aristocratic Bar Harbor and Acadia National Park; then the huge ocean indentations at Machias and Eastport.

RIVERS AND LAKES

River after river meeting the sea invites us inland to forest and lake. The Saco winds in near proximity to the shores of Sebago Lake, reached directly from Portland. A short distance beyond is the old favorite, Poland Spring. The Androscoggin with its tributaries leads the way toward the famous Rangeley Lakes chain. The Kennebec takes us to gateways of the Belgrade chain and northward to the Moosehead Lake country—long beloved by Maine visitors who have gathered at its gateways, Kineo and Greenville. More inspiring lake scenery would be hard to find.

The Penobscot bears us along its picturesque shores to Bangor, continuing thence to its origin in the Mt. Katahdin region. A trip on the Boston-Bangor boat discloses the Penobscot's navigable attractions. The St. Croix guides us from Calais to the Aroostook land, providing waterway connections with the Grand-Big-Long Lake System.

"Mount Katahdin, highest mountain in Maine, and one of the highest peaks east of the Rockies, a favorite ground for the climber and sportsman," says the *New England News Letter*, "has been presented to the State of Maine by ex-Governor Percival P. Baxter to be used as a public park.

"The gift was made on the condition that the mountain be kept in its natural state, that no roads or ways for mechanical vehicles be constructed upon it, and that it be used as a sanctuary for birds and animals."

Over all of Maine south of the Aroostook and Moosehead regions stretches the network of the Boston & Maine System. Aroostook County is Maine's great potato area—47,480 carloads being shipped last season. From Searsport and Bangor to northeastern Maine, including the Moosehead, Katahdin, and Aroostook regions, with direct gateways to the Restigouche and St. John rivers of New Brunswick, is the route of the Bangor and Aroostook Railroad. Trail maps, canoe routes and data for sportsmen and vacationists are contained in this system's book entitled "In the Maine Woods."

Maine ports, including Portland, Rockland, Belfast, Bangor, Bar Harbor, Eastport, and others, are objectives of delightful coastwise water trips.

Along 400 miles of Maine's coast runs the Atlantic Highway from Kittery to Calais, connecting with the Maritime Province's motor routes of Canada. It is only one unit of Maine's highway system, upon which the State is expending in 1931 $10,000,000 for new construction and $3,265,000 for maintenance.

Vermont's Vacation Spirit

Vermont is responsive to the deeper vacation longings. There is repose in her forest-robed mountains and music in the gurgle of her trout streams tumbling over mossy beds. Happiness radiates from lakes smiling from her landscape. Elm-shaded villages welcome the visitor, and the vitality of their folk awakens admiration.

"The State offers a great variety of scenic attractions," writes Walter H. Crockett, director of the State of Vermont Publicity Department, in the official book, "Vermont Lakes and Mountains"; "but the central feature literally is the Green Mountains, one of the great attractions of New England. These mountains are more than an incidental feature. They fill the State with their presence and are everywhere in evidence. . . ."

GREEN MOUNTAIN GLIMPSES

In serried ranks they form a mighty wall from south to north throughout the length of the State: Glastenbury, overlooking Bennington's Battle Monument; Killington, towering over the Sherburne Pass near Rutland; the Camel's Hump, climbed from North Duxbury for its superb views of Lake Champlain, Adirondacks and White Mountains; Mansfield, Green Mountain Monarch, with its Smuggler's Notch, Elephant's Head and other formations, ascended by motor-coach from Stowe and Jay Peak, and looking down upon the waters of Lake Memphremagog and far northward into Canada.

And here's good news for lovers of Vermont: Congress has appropriated funds for a new National Forest in that State, and the Federal Forestry Department has authorized the purchase of 31,228 acres of woodland in the southern region of the Green Mountains for that purpose. This area of virgin timber is part of a new National Forest which will ultimately include 100,000 acres.

Perhaps America's most famous modern trail, the dream of hikers who have not followed it, the delight of those who have, is the Long Trail established by the Green Mountain Club. It passes along this mountain backbone of the State more than 250 miles, from the southernmost peak almost to the Canadian line.

But nature provides other joys besides mountains. Quoting again Mr. Crockett:

VERMONT'S MATCHLESS LAKES

"Nowhere in Vermont can one get away from the lakes or the mountains. There are in the State approximately four hundred lakes, and ponds large enough to receive names and to appear on maps; and at least one thousand mountain peaks exceeding two thousand feet in height."

Vermont's western border is lapped by the waters of queenly Lake Champlain, over whose surface have passed colorful pageants of history, from Indian canoes and battle fleets to the steamboats of to-day.

Between its shores and the mountains are a myriad of lakes—Bomoseen, Seymour, Dunmore, and St. Catherine, the largest. East of the mountains are Willoughby, Crystal, Caspian, Hosmer, and others. Here, too, is the pastoral beauty of the Connecticut River Valley.

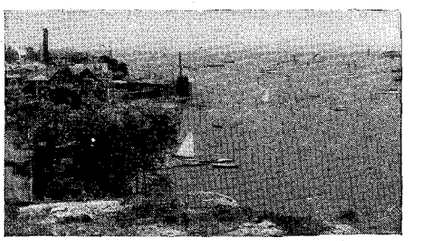
© The Derick Studio. Courtesy of the Vermont Service Bureau

Mountain Vistas Glorify Vermont's Lakes

Northern Vermont shares with Canada the extensive expanse of Lake Memphremagog.

As the above-named author says: "The proximity of lake and mountain and river valley adds a peculiar charm and a pleasant variety to the Vermont landscape, and affords frequent recurrence of most delightful scenic surprizes. A natural habitat for fish and game, the whole region is noted as being a 'sportsman's delight.'"

Vermont's well-kept cities and towns have typical New England attractions. In the south we meet Bennington, mountain-surrounded; Brattleboro, on the Connecticut River, and Manchester under the bow of Mt. Equinox. Northward, Burlington, Vermont's largest city, is the principal eastern port of Lake Champlain. In mid-State is Montpelier with its classical capitol building, and in northeastern



Courtesy of the Boston & Maine Railroad

Marblehead is a Yachtsmen's Haven

Vermont St. Johnsbury, dual gateway to the Green and White Mountains.

The excellent highway system of Vermont intersects all sections of the State and is linked with New York highways by the new Lake Champlain Bridge between Chimney Point, Vermont, and Crown Point, New York.

Travel Routes of New England

New England coast resorts are reached by the New Haven Railroad System (Connecticut, Rhode Island and Massachusetts south of Boston); Boston and Maine Railroad (Massachusetts north of Boston, New Hampshire and Maine to Portland); Maine Central Railroad (Maine coast, Portland to international border). Steamship lines providing service to coast ports include the New England Steamship Lines (New London Line; Providence Line; Fall River Line; New Bedford Line); The New Bedford-Martha's Vineyard and Nantucket Steamboat Line; Eastern Steamship Lines (Boston-New York Line; New York-Portland Line; New York-Yarmouth Line; Boston-Portland Line; Boston-Bangor Line; Boston-St. John Line; Boston-Yarmouth Line; Bar Harbor Line; Brooklin Line).

Litchfield Hills and East Berkshire regions are reached by New Haven Railroad System, and West Berkshires by the New York Central Railroad. Central Massachusetts is crossed by the Boston and Albany Railway.

Maine Woods are accessible by the Maine Central Railroad; Bangor & Aroostook Railroad, and Canadian Pacific Railway.

White Mountain resorts are penetrated by the Boston & Maine Railroad, Maine Central Railroad, and Canadian National Railways.

Vermont lakes and mountains are found on one or another of these lines: the Rutland Railroad, Central Vermont Railway (Canadian National Railways), Delaware and Hudson Railroad, Canadian Pacific Railway, Champlain Navigation Company.

State Departments of Tourist and Vacation include Rhode Island State Bureau of Information, Providence, Rhode Island; State of New Hampshire Publicity Dept., Concord, New Hampshire; Maine Publicity Bureau, Portland, Maine; Vermont Bureau of Publicity, Montpelier, Vermont.

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Air Travel Progress

AIR and coordinated air and rail routes are conquering distance with reduction of time. Air service progress is thus commented upon for THE DIGEST by H. C. Bennett of the Aeronautical Chamber of Commerce of America, Inc.

"While other phases of the aviation industry are reacting sympathetically to current economic conditions, scheduled air transport moves steadily forward. Throughout 1930, and continuing through the spring of this year, passenger traffic has been on the increase. 1930 saw passenger payloads up 250 per cent. over 1929, and the indications are that 1931 will show even more improvement.

"The reasons for this are apparent:

(1) Service has been increased so as to make more flights available during each day. Frequent schedules enable the business man and traveler to take full advantage of the time saving which flying effects.

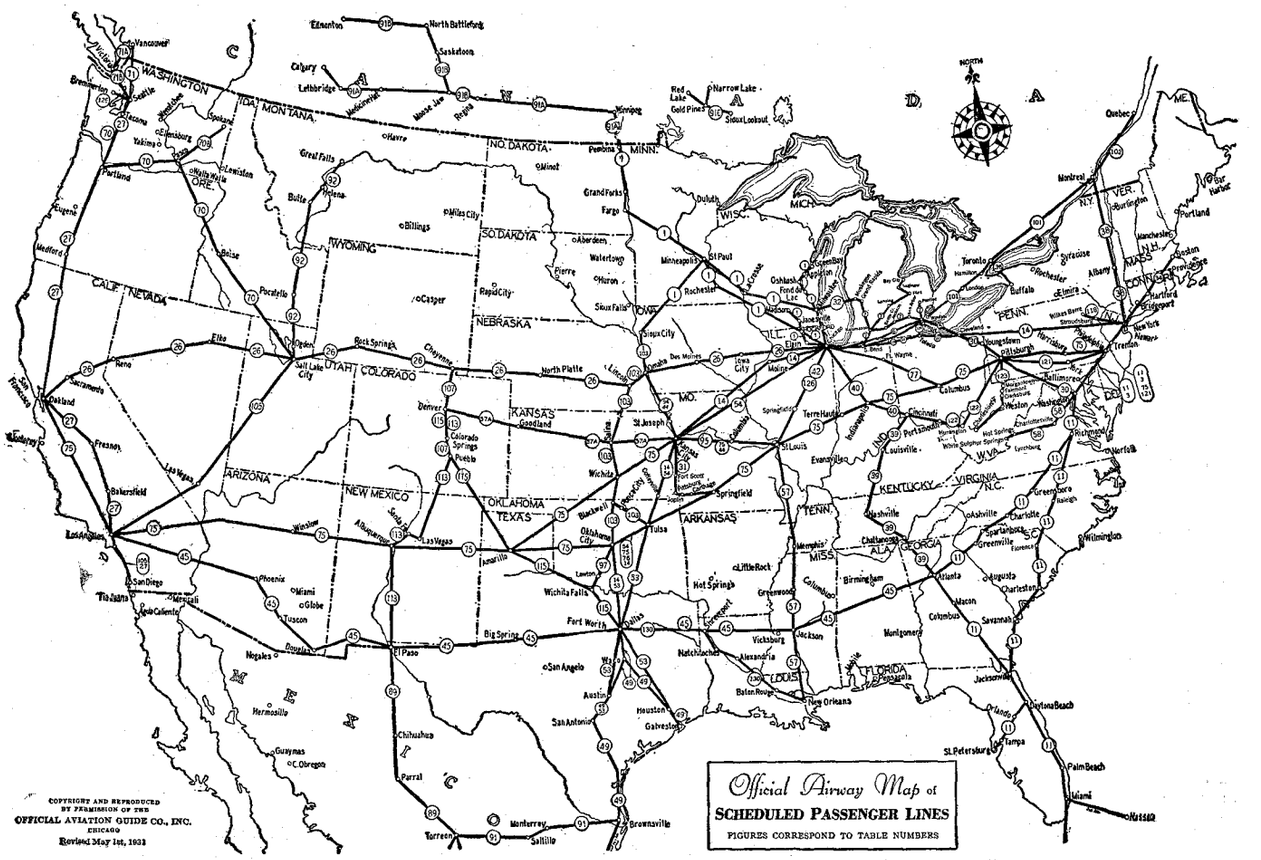
(2) Speed has been increased. From cruising rates of 95 miles an hour in 1929 improved airplane design brought the average speeds on leading American airlines to 115 miles per hour in 1930. Before the end of 1931 a large proportion of schedules will be moving at from 135 miles per hour to 175 miles per hour. These speeds further increase the economic advantage of air travel.

(3) Fares are low. Stabilization of airplane fares at approximately railroad plus Pullman accommodations, or slightly higher, has made it possible for travelers over many routes to actually save money by flying, due to the elimination of many expensive incidentals.

(4) The public is coming to realize that air travel is a most satisfactory method of getting about. Riding an airplane through the skies entirely eliminates dirt and soot. It is comfortable, and the terrain always interesting. Persons who have not flown cross-country have no conception of the beauty of even the most prosaic landscape when viewed from the air.

(5) Terminal facilities are being improved. Passenger facilities at leading airports handling scheduled operations are even now the equal of those of any other form of transportation. Rapid transit from the terminals to down-town sections are coming into existence, thus reducing the time lost getting to and from airports. However, this ground-time element is rapidly diminishing in importance, due to the increased speeds prevailing while in the air.

"There can be no question of the future of air transportation. It is here to stay. Air mail is long established. As to passengers, it is only a matter of a few short years when travel by air will be the commonly accepted method of transportation between many large centers."


Official Airway Map of
SCHEDULED PASSENGER LINES
FIGURES CORRESPOND TO TABLE NUMBERS
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Revised May 1st, 1931

Air Route Tables and Lines

Figures below correspond to those on the airway map and indicate the various routes and operating air lines:

Route	Lines
1 Chicago, Milwaukee, St. Paul, Minneapolis, Omaha, Winnipeg, Green Bay, Madison.	Northwest Airways, Inc.
3 New York, Washington	Ludington Line
4 Los Angeles, San Diego, Agua Caliente	Gilpin Air Lines
5 Detroit, Cleveland	Transamerican Airlines Cor.
6 Chicago, Detroit	" " "
7 Chicago, Michigan Points	
11 N. Y., Washington, Atlanta	Eastern Air Transport
14 New York, Cleveland, Toledo, Chicago	United Air Lines
Chicago, Kansas City, Tulsa, Oklahoma City, Fort Worth, Dallas	" " "
Chicago, Omaha, Salt Lake City, Los Angeles, San Francisco	" " "
Seattle, Spokane, Tacoma, Bois	" " "
26 N. Y., Chicago, San Francisco	Boeing Air Transport Inc.
27 Seattle, Los Angeles, San Diego	Pacific Air Transport
30 Cleveland, Pittsburgh, Washington	Pennsylvania Air Lines
31 Kansas City, Springfield	Tuxhorn Air Lines
32 New York, Grand Rapids, Milwaukee, St. Paul	Kohler Aviation Corp.

Route	Lines
34 Boston, New York	American Airways, Inc.
36 Buffalo, Toronto	" " "
38 New York, Montreal	" " "
39 Cincinnati, Atlanta	" " "
40 Chicago, Cincinnati	" " "
42 Chicago, St. Louis	" " "
44 St. Louis, Omaha	" " "
45 Atlanta, Los Angeles	" " "
49 Dallas, Galv'st'n, Brownsv'l	" " "
53 San Antonio, Houston, Dallas, Forth Worth, Tulsa, Oklahoma City	Bowen Air Lines, Inc.
54 Chicago, Kansas City, Tulsa, Oklahoma City, Wichita Falls	Braniff Airways, Inc.
57 St. Louis, Memphis, New Orleans	Robertson Air Lines
57A Kansas City, Denver	United States Airways, Inc.
58 White Sulphur Springs, Charlottesville, Washington	Dixie Flying Service, Inc.
70 Seattle, Portland, Salt Lake	Varney Air Lines
70B Spokane, Pasco, Salt Lake	" " "
71 Seattle, Vancouver	Alaska-Washington Airways
71A Victoria, Vancouver	" "
71B Seattle, Victoria	" "
71C Seattle, Alaska	" "
75 New York, Los Angeles	Transctl. & Western Air, Inc.
77 Chicago, Fort Wayne, Columbus	" " "
89 El Paso to Mexico City	Corporacion Aeronautica De Transportes, S. A.
91 Brownsville to Mazatlan	" " "

Route	Lines
91A Pembina, N. D., Winnipeg, Calgary	Western Canada Airways
91B Moose Jaw-Edmonton	" " "
91C Sioux Lookout, Narrow Lake	" " "
92 Salt Lake City, Great Falls	National Parks Airways, Inc.
94 Omaha, Kansas City	Rapid Air Transport
95 Kansas City, St. Louis	" " "
97 Oklahoma City, Wichita F'ls	Oklahoma-Texas Air Line
101 Detroit Toronto, Montreal	Canadian Airways, Ltd.
101A Montreal, St. John, Moncton	" " "
102 Montreal, Quebec	" " "
102A St. John, N. B., Halifax	" " "
103 Sioux City, Salina, Tulsa	Western Air Service Corp.
105 San Diego, Los Angeles, Salt Lake City	Western Air Express
107 Cheyenne, Denver, Pueblo	" " " "
113 Denver, Albuquerque, El Paso	" " " "
115 Denver, Armarillo, Dallas	" " " "
118 Wilkes Barre, New York	Frank Martz Coach Co.
121 Pittsburgh, New York	Pittsburgh Airways, Inc.
122 Pittsburgh, Cincinnati	Main Flying Service, Inc.
123 Charleston, Pittsburgh	Clarksburg Airways, Inc.
126 Detroit, Toledo, Cleveland St. Louis, Chicago	Century Air Lines, Inc.
130 New Orleans, Shreveport, Dallas, Fort Worth	Wedell-Williams Air Service, Inc.

Coordinated air-rail services offered across continent and by the New York Central Railroad and by the Pennsylvania Railroad.

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Empire State Resorts

Ten Outstanding New York Attractions

Long Island	Thousand Islands
Hudson valley	The Adirondacks
The Catskills	Lake trips. Resorts
Mohawk valley	Saratoga Springs
Shawangunks	N. Y. State Parks

If we are considering a vacation or tour in New York State, what a choice of objectives we have! Awaiting our selection are salt-water playgrounds of Long Island; tempting inland waterway trips on rivers, including the Hudson, St. Lawrence, and Niagara, and lakes such as Lake George, Lake Champlain, The Savannahs, Otsego, Finger Lakes, Chautauqua and Ontario; spas such as Saratoga Springs and the white sulphur waters of Sharon and Richfield Springs; mountain haunts in the Shawangunks, Catskills, West Berkshires and Adirondacks; natural wonders, including Ausable Chasm, Howe Cavern, Watkins Glen, and cataracts of Niagara, Taughannock, Genesee; scores of historic places from Fraunce's Tavern in New York to old Fort Niagara.

More than fifty State parks and county playgrounds provide recreation for millions of health and pleasure seekers. They are made accessible by travel routes which include fifty rail systems, almost a thousand miles of navigable waterways, 34,000 miles of improved highways, and 33 air ports.

SALT-WATER PLAYGROUNDS

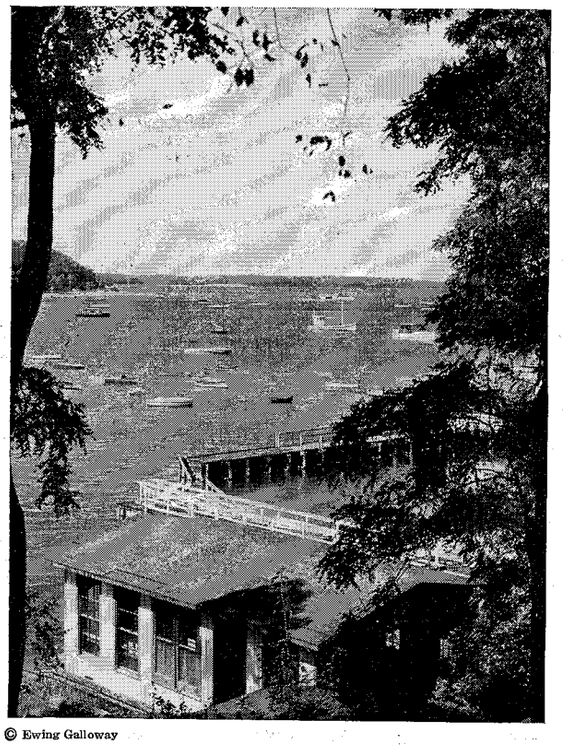
Salt-water playgrounds are provided by Long Island's ocean and Sound shores and the waterside attractions of Westchester County.

As stated in the volume published by the Long Island Chamber of Commerce: "The waters of the Sound and the ocean are a paradise for lovers of sea bathing and yachting. . . . On Long Island are famous yacht and country clubs with more than 100 golf courses. Long Island is synonymous with outdoor sports at their best—here are played the international polo and tennis tournaments—here are famous race tracks—and here the sport of riding to the hounds is enjoyed. . . . Another delightful feature of Long Island is the beauty and variety of its landscapes and marine views. Wooded heights look down on the blue waters of the Sound, sheltered bays and inlets, shaded safe harbors, sandy beaches washed by rolling surf, lakes of crystal-clear shiny water, sunny fields and shady forests."

From Manhasset to Port Jefferson is a region of great estates with Sound-side communities such as Oyster Bay, Huntington, Northport and the like. In eastern Long Island, Riverhead, Sag Harbor, and Greenport are gateways to the Peconic and Gardiners Bay districts. Long Island's southern coast presents a chain of resorts from the Rockaways and Long Beach to the summer colonies bordering the Great South Bay; and beyond are the aristocratic Hamptons and Montauk. Fifteen State Parks occupy coast or interior areas.

THE HUDSON AND BEYOND

Within two hours of New York City we may enter unspoiled regions of the Highlands bordering each shore of the Hudson River. Brooks, lakes and forests abound, and there are historic places such as Fort Montgomery, Queensboro and West Point. Between the Hudson and Ramapo Rivers is the great Harriman section of the Palisades Interstate Park, comprising 42,500 acres, with Bear Mountain as its eastern gateway.



© Ewing Galloway

Forest and Bay Give Charm to Northshore, Long Island

Newburgh discloses Washington's Headquarters, while west of the Mid-Hudson Bridge at Poughkeepsie we may see the historic Huguenot houses of New Paltz, under the shadow of the Shawangunk range, and approach Lakes Mohonk and Minnewaska.

From the artists' colony at Woodstock to East Windham's great outlook, and from Twilight Park, looking down Kaaterskill Clove, in the land of Rip Van Winkle, to Stamford under the brow of Mt. Utsayantha of Indian legend, the Catskills satisfy the cravings of countless summer vacationists. In the heart of this region are the 160,000 acres of forest land included in the Catskill State Park. Eastern gateways to the Catskills include Kingston, for the Ulster and Delaware Railroad and the Ashokan motor route; Catskill for motor routes over Mohican and Rip Van Winkle Trails.

Outlining the horizon east of the Hudson are the summits of the Berkshire Hills, and Copake Falls (Harlem Division New York Central Railroad), at their foot is the entrance to the new Taconic State Park, including 5,000 acres of forest, the wild Bash Bish gorge and falls.

Fringing the precipitous escarpment of the Helderburg Mountains, less than an hour's motor run from Albany, is John Boyd Thatcher Park with its stupendous panoramic view and "Indian Ladder."

OVER A HISTORIC TRAIL

The Hudson with its mountains and historic associations provides the southern leg of that pathway followed by Indians, explorers, armies, traders, and settlers between the sea and the St. Lawrence.

Turning toward the north we reach the healing waters of Saratoga Springs, sought for their benefits since moccasined feet trod toward them through forest trails. These famous springs are now under State jurisdiction. A few miles beyond are the historic hills of the Saratoga Battlefield State Park, with its restored blockhouse on Bemis Heights. Then over the pathway of centuries we may continue to Glens Falls and finally emerge through forests upon Lake George, of exquisite beauty.

Island-dotted, mountain-walled it leads us near Fort Ticonderoga by a short portage to the broad waters of Lake Champlain, famed for scenery and history.

IN THE ADIRONDACKS

Either lake offers an approach to the balsam-laden, health-giving air of the Adirondack forests, rivers, summits, lakes and streams. Two million acres of scenic charm are included in the Adirondack State Park—the largest forest reserve in the country. Wherever we explore their delights—from Elizabethtown and the Keene Valley; Lake Placid and the Saranac Lakes; Tupper-Raquette-Fulton chain; Cranberry Lake on the far west; Loon and Chateaugay on the north; Blue Mountain and Indian Lake toward the south, and the new Sacandaga Reservoir Lake—nature rewards. Motor routes from Amsterdam and Utica on the south; Lake George, new Lake Champlain interstate bridge, Westport, Port Kent and Plattsburg on the east, and Malone on the north, bring us into intimate association with Adirondack scenery. There are also canoe routes in the Fulton chain, Raquette and Long Lake regions, and miles upon miles of mountain trails, notably those ascending Mt. Marcy, Adirondack monarch.

Beyond the Adiron-

© Ewing Galloway

Four Means of Travel Follow the Historic Mohawk Valley

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dacks there flows through its Thousand-Island fairyland the mighty St. Lawrence, with vacationists seeking its shores at Clayton and Alexandria Bay. From each of these centers Canada Steamship Lines boats depart for Montreal, Quebec and the Saguenay, or West to Rochester and Toronto.

EXPLORING CENTRAL NEW YORK

Central New York offers numerous playgrounds. West from Albany runs the historic Cherry Valley Turnpike to long-established resorts at Sharon and Richfield Springs, providing also side trips to Howe Caverns and Otsego Lake.

Following another historic route, we view the pastoral beauty and reminders of early days in the Mohawk Valley, and then on through thriving towns of Central New York with side trips north and south.

Notable among State park areas are Chittenango Falls, Green Lakes, Selkirk Beach, Spy Island, and Montcalm Park.

Eight State parks are included in the Finger Lakes region, protecting its wonders and natural beauties. Westward lie the rugged scenery of Letchworth Park, south of Rochester, with its Genesee Gorge and Falls, and the 65,000-acre Alleghany State Park, with Salamanca its chief gateway.

Buffalo on the western border is gateway to the Great Lakes, Canada, and Niagara. As George Wharton James says, in his "Our American Wonderlands": "Who that has seen Niagara once can ever forget it? What other scene of waterfall, canyon, forest, mountain, glacier, city, ocean, or desert can obliterate it?"

How to Go in New York

Scenic Attractions	Route
All of Long Island	Long Island Railroad
Hudson Valley Points	Hudson River Day Line Hudson River Nav. Line New York Central R. R.
West Berkshire Region	New York Central R.R.
Saratoga Springs	Delaware & Hudson R.R.
Lake George Lake Champlain Eastern Adirondacks	Delaware & Hudson R.R. Lake George Steamboat Co. Champlain Transportation Co.
Western Adirondacks	New York Central R.R.
Catskill Mountains	Ulster & Delaware R.R. New York Central R.R. Ontario & Western R.R.
Thousand Islands	Canada S. S. Lines New York Central R.R
Mohawk Valley	New York Central R.R.
Finger Lakes	Lehigh Valley New York Central R.R.
Niagara Falls	New York Central R.R. Lackawanna Railroad Lehigh Valley Railroad Pennsylvania System Nickel Plate Railroad Canadian National Ry's Canada S. S. Lines

Jersey's Vacation Army

Vacation Objectives in New Jersey

Long Branch	Cape May
Asbury Park	Lake Hopatcong
Spring Lake	Greenwood Lake
Barnegat Bay	Washington Crossing
Atlantic City	Palisades I. S. Park

On to the ocean! It is the common impulse of millions following diverse pathways of rail or concrete across New Jersey. The urge of the vast blue sea with its sandy strands, white surf and bracing air is not to be denied.

So the millions gather at some seventy-five resorts forming a well-nigh continuous chain from Sandy Hook Bay to Delaware waters. It is a salt-water playground to meet varied tastes and all sizes of pocketbooks. Modest cottages alternate with seaside villas and palatial hotels. Summer pastimes include bathing, fishing, yachting, polo, motoring and golf.

FAMOUS SEASHORE RESORTS

Atlantic Highlands looks across to Fort Hancock at Sandy Hook's tip end, and is rail connection with New York steamer service. Highlands at the Shrewsbury River's mouth nestles under its twin lighthouses. Long Branch, between ocean and Shrewsbury, is a city of homes from bungalow to mansion. The Ocean Boulevard takes us to charming Deal with its fine summer homes. Asbury Park offers ocean and lakes with six golf courses just inland. Spring Lake has crystal-clear fresh waters almost a stone's throw from the briny deep. Its neighbor Sea Girt, with its Governor's residence, is New Jersey's summer capital.

There follow the time-mellowed attractions of Manasquan, Barnegat Bay, and Great Bay. Manahawken is a gateway to Long Beach resorts; Tuckerton to Little Egg Bay, while Brigantine stands at the entrance of Absecon Bay.

The great phalanx of Atlantic City's huge hotels rises just southward. This seashore metropolis is year-round host to countless visitors from everywhere. The $15,000,000, seven-acre auditorium, holding 41,000 conventionists; the 2,500 rolling chairs over an eight-mile boardwalk paralleling a superb beach, statistically tell the standing of America's biggest oceanside resort.

South of Atlantic City, and water-surrounded, are Ocean City and the Wildwoods; and then Cape May, "where the sun rises and sets in the sea."

AMID PINES AND LAKES

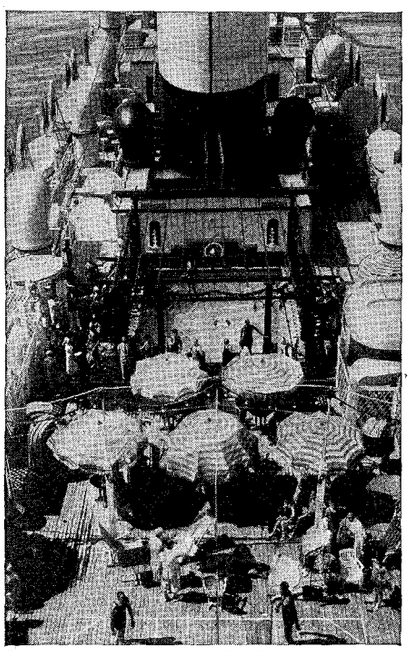
West of the coast stretches New Jersey's famous pine belt, with Lakehurst and Lakewood drawing many visitors.

On its western border New Jersey discloses such historic points of interest as the old Colonial homes at Burlington, Washington Crossing on the Delaware near Trenton, Princeton Battlefield, etc.

Countless lakes and wooded mountains in northern New Jersey are made accessible by rail and by a superb State Highways System.

CROSS-JERSEY ROUTES

New Jersey seashore resorts are reached by the Pennsylvania Railroad System and by the Central Railroad of New Jersey (operating also the Sandy Hook steamer route), and by the Reading System.



Courtesy of Navigazione Generale Italiana Line

The Sun Deck is a Recreation Center

Across New Jersey the Lackawanna Railroad intersects Lake Hopatcong and continues beyond the State border to Delaware Water Gap, the Pocono Mountain resorts, and Buffalo. Also across the State passes the Lehigh Valley Railroad on its way to Mauch Chunk and the Lehigh Valley of Pennsylvania, the Finger Lakes of New York, and Buffalo. Northern New Jersey, including Greenwood Lake, is covered by the Erie Railroad System, providing another route to Buffalo.

The main lines of the Pennsylvania System, providing approaches to Mt. Gretna, Bedford Springs, Rising Springs, etc., and the Baltimore and Ohio System for the mountains of Virginia and West Virginia, also cross the State.

Ocean Vacations

Outstanding events will stimulate interest this summer in trips to Europe, such as French Colonial Fair, Salzburg Festivals in Austria, Shakespeare Summer Festival in England, Wagner Festival at Baireuth, and many others.

SHORT SUMMER CRUISES

Several lines are taking a leaf, this summer, from the popularity of last winter's week-end cruises from New York. Not only will week-end cruises be available on the largest liners, but in addition six- or seven-day cruises.

Twelve week-end cruises from New York to Nova Scotia are being operated by Cunard Line Steamships, including *Berengaria, Mauretania and Aquitania.*

Transylvania, Cunard Line under the auspices of National Tours, sails July 26 and August 23, for a week's cruise to Bermuda and Halifax, and *Samaria* on August 9, for an eleven-day cruise to Nova Scotia, Quebec and Saguenay.

Red Star liner *Belgenland* will sail on a series of "Show Boat Cruises" to Nova Scotia, beginning July 18.

The French Line will operate two six-day cruises, New York-Bermuda-Halifax, with *Paris* sailing Aug. 8 and *France* Aug. 15.

The *Vulcania* of the Cosulich Line, under the auspices of Simmons Tours, sails September 4, for a three-day cruise to Nova Scotia.

North German Lloyd will operate *Karlsruhe,* on a six-day cruise from New York to Halifax, sailing August 1, and *Europa* on August 8.

Three New York to St. Lawrence cruises are scheduled by Canadian Pacific Steamships, July 25, August 3, and 12.

NORTH CAPE—MIDNIGHT SUN

Three special cruises leave for Norway to witness the midnight sun as follows: *Reliance,* of the Hamburg-American Line, sails June 27, for a thirty-six day cruise. *Calgaric,* of the White Star Line, in cooperation with Frank C. Clark, sails June 29 on a forty-two day cruise. *Carinthia,* auspices of Raymond & Whitcomb, sails June 30, for a forty-one-day cruise.

The *Lancastria* of the Cunard Line, under the auspices of the Frank Tourist Company, sails June 30, for a fifty-one-day cruise to "all of Europe."

ROUND THE WORLD

Prospective patrons of round-the-world cruises are now beginning to make their plans for these rich travel experiences. According to present plans the following cruises will be operated: *Empress of Britain,* Canadian Pacific Steamships, will leave New York, December 3, for a 128-day cruise; *Belgenland,* Red Star Line, in cooperation with American Express Company, leaves New York, December 15, for a 134-day cruise; *Resolute,* Hamburg-American Line, leaves New York, January 6, 1932, for a 143-day cruise; *Franconia* of Cunard Line, in cooperation with Thomas Cook & Son, leaves New York, January 9, 1932, for a 138-day cruise.

Dollar Steamship Lines maintain a regular fortnightly service, round the world.

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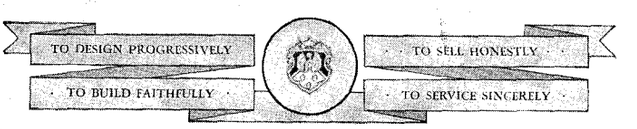
DRURY COLLEGE LIBRARY

OLDSMOBILE THIS YEAR HOLDS A HIGHER PLACE IN PUBLIC FAVOR THAN AT ANY TIME IN ITS HISTORY

SINCE the enthusiastic reception given the 1931 Oldsmobile on the occasion of its introduction to the public in January of this year, Oldsmobile's popularity has continued to increase, month after month ✦ ✦ Today, the decisions of thousands of men and women, heretofore unacquainted with Oldsmobile's good qualities, are adding impetus to this success ✦ ✦ As a result, Oldsmobile is now enjoying a greater percentage of the business in its price class than at any time in its history. And new thousands of owners are telling their friends of the pleasure and satisfaction of Oldsmobile ownership ✦ ✦ Many of the reasons for this growing popularity are understandable upon examination of the 1931 Oldsmobile Six . . . for the desirable features of the car are self-evident. But there are more fundamental reasons for the definite preference being shown for Oldsmobile ✦ ✦ Four years ago Olds Motor Works adopted a policy toward owners which has been followed to the letter, year after year, in the development of Oldsmobile motor cars—and in the relationships of Olds Motor Works with the public. This policy took the form of four great responsibilities, recognized by Olds Motor Works and willingly assumed in order that every owner should become and remain a friend ✦ ✦ To design progressively . . . to build faithfully . . . to sell honestly . . . to service sincerely . . . these are the four great responsibilities upon which Olds Motor Works has founded its success. And these constitute the policy which the public has so wholeheartedly endorsed this year ✦ ✦ Olds Motor Works wishes to express its appreciation to the men and women throughout the country who have made the 1931 Oldsmobile the car of their choice . . . and who, by sincerely recommending its good qualities to their friends, are adding still further to Oldsmobile's steady advancement in public esteem.



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Hold all World's Records

On Road and Track for

SAFETY...MILEAGE
SPEED...ENDURANCE

Firestone Gum-Dipped Tires flash to victory for the 12th consecutive year on Indianapolis Speedway. Such amazing performance year after year is the greatest tribute to extra stamina, strength and safety ever paid to any tire.

World's Performance Records

—Firestone Gum-Dipped Tires hold all the world's records on road and track for safety, mileage, speed and endurance.

—for twelve consecutive years they have won the 500-mile Indianapolis Endurance Race.

—were on the winning cars in the Pike's Peak Race where a slip meant death.

—were on the G. M. C. truck, carrying a two-ton load, that hung up the coast-to-coast endurance record.

—were on the Studebaker car which on a board track in Atlantic City in 1928 went 30,000 miles in 26,326 minutes.

—ran 71,351 miles on a Detroit taxicab, before the first tire was replaced.

THERE ARE reasons why Firestone Tires give such miraculous performances as listed here—reasons why they conquer so many miles of pounding, brutal punishment.

Gum-Dipping penetrates every cord and coats every fiber with pure liquid rubber and welds every cord in every ply into one massive unit of protection. This greatly minimizes the friction and heat that tires develop revolving at one hundred miles an hour—giving from 25% to 40% longer tire life.

The patented Double Cord Breaker—two EXTRA protective plies under the tread—gives 26% greater protection against blowouts—56% stronger union between tread and cord body. Even with the most blinding speed and wrenching strains on the turns, the treads on Firestone Tires do not tear off.

Racing Drivers know what these construction features mean, and *insist* on Firestone Tires. Their chance of victory and even their lives *depend* on them. For you, too, they give added safety and remove the mental hazards of driving—*for your own safety and your family's, buy them now.*

See your Firestone Service Dealer today. Never before in history have such high-quality tires—the Gold Standard of Tire Values—sold at such low prices.

Firestone

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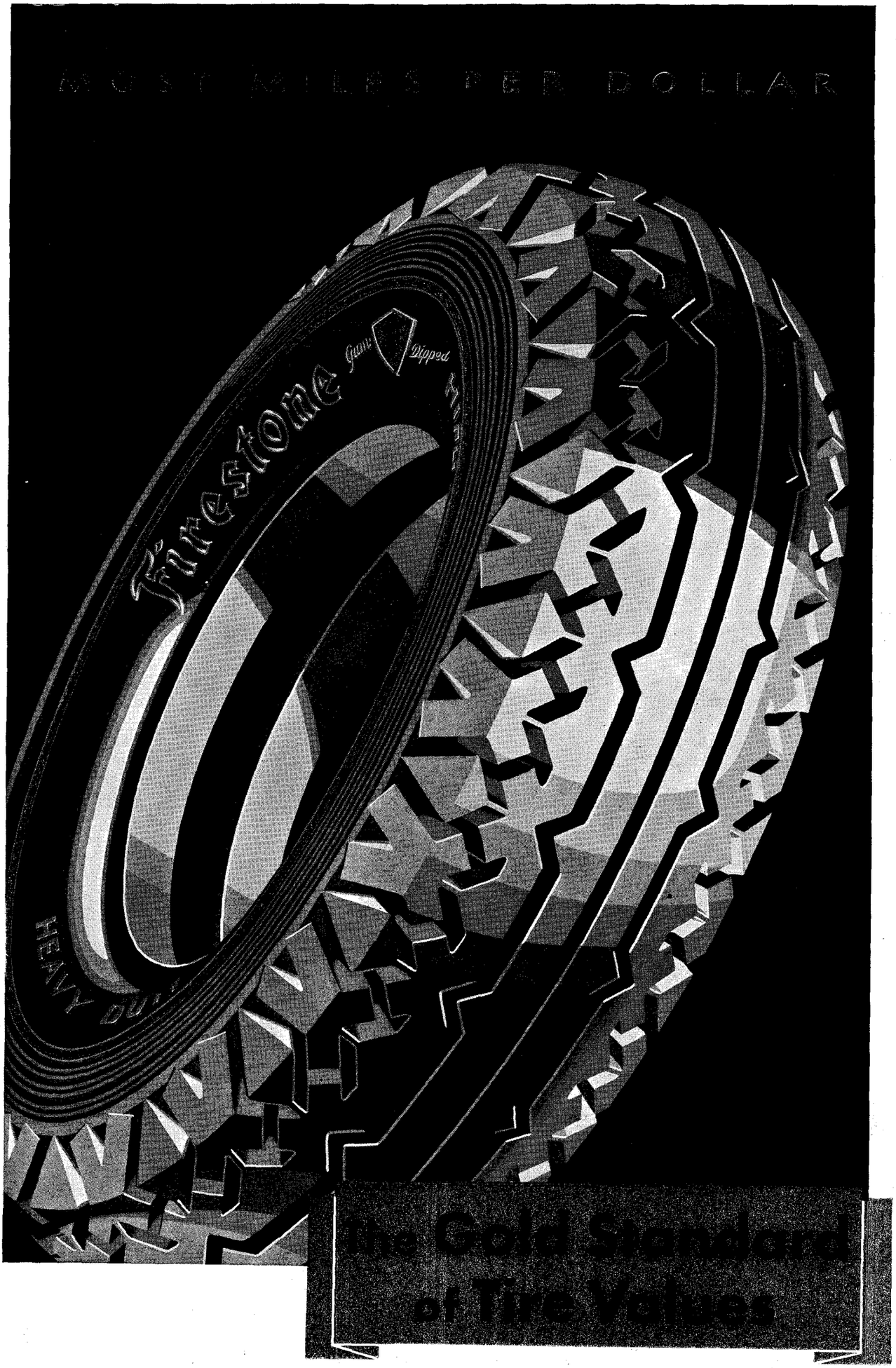

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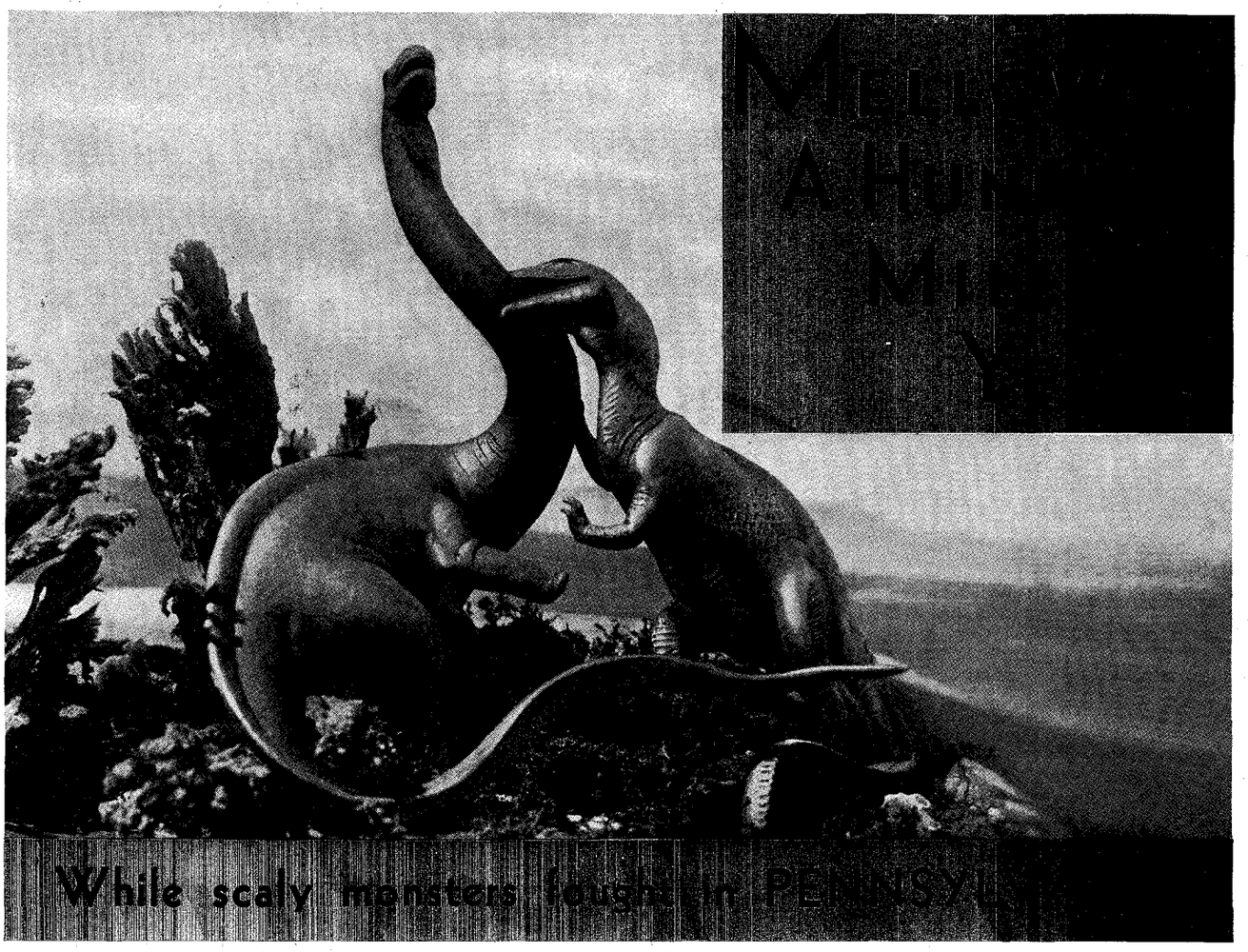

NATURE guards her dearest treasures jealously! Millions of years ago in the Devonian Age she stored away in the Bradford-Allegany District of Pennsylvania her finest crude oil. Other oil-bearing ages came with far greater quantities of oil—but today that rich Devonian crude commands the highest price of all Pennsylvania grade crude oils!

In the big, new Sinclair refinery at Wellsville, N. Y., expert refiners put the crowning touch to a hundred million years of Nature's filtering and mellowing. They remove harmful petroleum jelly from Bradford-Allegany crude at as low as 60° F. below zero—a temperature much lower than required for removing wax. They minimize the crude's carbon-forming compounds. They have developed a Pennsylvania grade oil that flows at zero—Sinclair Pennsylvania Motor Oil! (formerly Sinclair Mobiline).

Have the nearest Sinclair dealer change your oil to Sinclair Pennsylvania according to the Sinclair Law of Lubrication. After a period of long, hard driving note how your oil stands up—how it comes out of the crankcase almost as good as it went in. Note, particularly, how little oil has been used up—positive, visible proof that Sinclair Pennsylvania protects the last mile as well as the first!

Send our nearest office a list of the states where you intend touring and we will send you road maps and the Sinclair Law of Lubrication booklet, free. Sinclair Refining Company (Inc.), New York, Atlanta, Chicago, Houston, Fort Worth, Kansas City. Sinclair Refining Company of Canada, Ltd., Toronto. Sinclair Refining Company of California, Los Angeles.

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MOTOR OIL

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Thrift Year for a Trip to Europe

This summer a transatlantic vacation may be realized by many to whom it has been heretofore only a cherished dream.

For rates are less and accommodations superior to those of any year within the post-war period.

We may now make a three weeks' trip to Europe, all expenses included, sixteen days of voyage pleasure, four days sightseeing in Paris and three in London, for as little as $197. On fast steamships a twenty-four day tour of France, Holland and England is available for only $255, and for those who can spare a month, Germany, France, Belgium and England may be visited for about $300. These rates include comfortable accommodations on modern steamships and meals comparable in quality and quantity with those provided by the usual first-class hotels. Land facilities are equally satisfactory, and only American companions are booked.

Then there are the student tour parties, accompanied by competent instructors, for which credits are allowed by several colleges.

Tourist third class and popular cabin ships provide other economical travel.

Dancing, deck games, music, amateur theatricals, masquerades and athletic contests are forms of amusement entered into with enthusiasm by these ocean travelers.

Besides the many who will see Europe on limited budgets there is, of course, that other quota of tourists who travel amid the most luxurious surroundings provided in the history of ocean travel.

There is romance, invigoration and culture in the trip abroad, whether it be to England with its background of centuries and its charming countryside; Ireland of lovable people and famous places; France with her pleasures and art; Belgium mellowed by the ages; Holland with its art and unusual surroundings; Sweden and Norway incomparable northlands; Germany's Rhine and enthralling cities; Austria's mountains and historic places; Czecho-Slovakia's health resorts and scenery; the scenic glories of Switzerland; the varied charm of Spain and Italy.

FOREIGN BUREAUS OF TRAVEL

In the United States

AUSTRALIA
Australian Nat. Travel Ass'n, 114 Sansome St., San Francisco.
AUSTRIA
Austrian Tourist Information Office, 400 Madison Ave., N. Y.
BELGIUM
Belgium State Railways, 701 Fifth Ave., N. Y.
CZECHO-SLOVAKIA
Czecho-Slovak State Railways, 701 5th Ave., N.Y.
DENMARK
Danish State Railways, 280 Broadway, N. Y.
FRANCE
Railways of France, 701 Fifth Ave., N. Y., or French Tourist Office, 4 E. 52nd St., N. Y.
GERMANY
German Tourist Information Office, 665 Fifth Ave., N. Y.
GREAT BRITAIN
Great Western Railway of England, 500 Fifth Ave., N. Y.
London & North Eastern Railway, 11 West 42nd St., N. Y.
London, Midland & Scottish R'y, 200 5th Ave., N. Y.
Great Southern R'ys of Ireland, 200 5th Ave., N. Y.
GREECE
Hellenic Information Bureau, National Press Bldg., Washington, D. C.
HOLLAND
Netherlands Rys, 405 Lexington Ave., N. Y.
HUNGARY
Hungarian Govt. Railroads, 400 Madison Ave., N. Y.
ITALY
Italian Tourist Information Office, 745 Fifth Ave., N. Y.
JAPAN
Japan Tourist Bureau, 1 Madison Ave., N. Y.
NORWAY
Norwegian Government Railways, 342 Madison Ave., N. Y.
POLAND
Polish-American Chamber of Commerce, 149 E. 67th St., N. Y.
SCANDINAVIA
Scandinavian Travel Bureau, 280 Br'w'y, N. Y.
SPAIN
Spanish Tourist Information Office, 695 Fifth Ave., N. Y.
SWEDEN
Swedish State Railways, 551 Fifth Ave., N. Y.
SWITZERLAND
Swiss Federal Railroads, 475 Fifth Ave., N. Y.

S. S. LINES TO EUROPE

CUNARD-ANCHOR
25 Broadway, New York.
BALTIC AMERICA
8 Bridge St., New York.
CANADIAN PACIFIC
344 Madison Ave., N. Y.
COSULICH LINE
17 Battery Pl., New York.
DOLLAR S. S. LINES
604 Fifth Ave., N. Y.
FABRE LINE
17 State St., New York.
FRENCH LINE
19 State St., New York.
HAMBURG-AMER'N
39 Broadway, New York.
HOLLAND-AMERICA
24 State St., New York.

The Literary Digest
TRAVEL MAP
of
EUROPE
Figures above dotted lines indicate approximate time of travel in hours
NORTH SEA
NORWEGIAN SEA
BALTIC SEA
ATLANTIC OCEAN
Bay of Biscay
MEDITERRANEAN SEA
ENGLISH CHANNEL
IRISH SEA
SCOTLAND
GREAT BRITAIN
IRELAND
FREE STATE
ENGLAND
FRANCE
SPAIN
PORTUGAL
BELGIUM
NETH.
DENMARK
NORWAY
SWEDEN
FINLAND
POLAND
GERMANY
CZECHOSLOVAKIA
AUSTRIA
HUNGARY
ROMANIA
YUGOSLAVIA
GREECE
ITALY
SWITZERLAND
LATVIA
LITHUANIA
ESTONIA
CORSICA
SARDINIA
SICILY
ALGERIA
TUNISIA
LONDON
PARIS
BERLIN
VIENNA
PRAGUE
BUDAPEST
WARSAW
OSLO
STOCKHOLM
HELSINKI
TALLINN
RIGA
KOVNO
ROME
MADRID
LISBON
ATHENS
BELGRADE
SOFIA
BUL.
ALB.
ADRIATIC SEA
North Cape
Hammerfest
Tromsö
Narvik
Stegen
Vardö
Tornio
Tarnafors
Oulu
Umeo
Ostersund
Vaasa
Pori
Turku
Gulf of Bothnia
Christiansund
Trondhjem
Sundsvall
Gävle
Bergen
Haugesund
Stavanger
Drammen
Karlstad
Uppsala
Örebro
Fredrikstad
Christiansand
Falköping
Norrköping
Jönköping
Göteborg
Frederikshavn
Karlskrona
Aarhus
Esbjerg
Malmö
Helsingborg
Kiel
Rügen
Danzig
Hamburg
Stettin
Bremen
Amsterdam
Hanover
Magdeburg
Brunswick
Cassel
Leipzig
Dresden
Eisenach
Jena
Weimar
Carlsbad
Frankfurt
Hof
Eger
Marienbad
Bayreuth
Nürnberg
Heidelberg
Karlsruhe
Stuttgart
Munich
Ober-Ammergau
Salzburg
Innsbruck
Botzen
Trieste
Abbazia
Fiume
Venice
Verona
Milan
Turin
Genoa
Bologna
Florence
Pisa
Naples
Sorrento
Capri
Pompeii
Brindisi
Palermo
Reggio
Syracuse
Patras
Athens
Zurich
Lucerne
Basle
Berne
Geneva
Lausanne
Interlaken
St. Moritz
Chamonix
Mt. Blanc
St. Germain
Aix-les-Baines
Limoges
Lyon
Avignon
Nice
Cannes
Monaco
Marseille
Toulouse
Nimes
Pau
Lourdes
Biarritz
Bordeaux
Narbonne
Ajaccio
Barcelona
Saragossa
Valladolid
Oporto
Vigo
Coruña
Santander
Irun
Gibraltar
Malaga
Granada
Seville
Cordova
Cadiz
Majorca
Balearic Is.
Algiers
Tunis
Rouen
Le Havre
Cherbourg
Dieppe
Amiens
Calais
Boulogne
Ostend
Bruges
Antwerp
Ghent
Liege
Namur
Luxembourg
Metz
Strasbourg
Nancy
Verdun
Reims
Chartres
Le Mans
Orleans
Fontainebleau
Dijon
Tours
Nantes
Rennes
Brest
St. Malo
Versailles
Redon
Angers
Limoges
Aix-les-Baines
Lands End
Plymouth
Southampton
Folkestone
Dover
Canterbury
Ramsgate
Margate
Harwich
Ipswich
Norwich
Yarmouth
Lynn
Ely
Cambridge
Oxford
Queenborough
Sheerness
Chatham
Tilbury
Gravesend
Shoeburyness
Southend
Maidstone
Tunbridge Wells
Eastbourne
Hastings
Brighton
Worthing
Portsmouth
Bournemouth
Weymouth
Exeter
Torquay
Plymouth
Newquay
Penzance
Falmouth
Truro
Bristol
Gloucester
Cheltenham
Worcester
Birmingham
Shrewsbury
Chester
Liverpool
Manchester
Sheffield
Leeds
Bradford
Harrogate
York
Scarborough
Whitby
Middlesbrough
Durham
Newcastle
Berwick
Edinburgh
Dunfermline
Perth
Stirling
Aberdeen
Peterhead
Inverness
Keith
Oban
Ft. William
Glasgow
Greenock
Carstairs
Stranraer
Dumfries
Carlisle
Keswick
Barrow
Lancaster
Preston
Blackpool
Southport
Wigan
Warrington
Crewe
Stoke
Derby
Nottingham
Lincoln
Grimsby
Hull
Scunthorpe
Doncaster
Wakefield
Huddersfield
Halifax
Rochdale
Bolton
Stockport
Sligo
Londonderry
Portrush
Larne
Belfast
Donaghadee
Enniskillen
Athlone
Dublin
Kingstown
Bangor
Limerick
Tipperary
Waterford
Cork
Killarney
Wexford
Rosslare
Queenstown
Galway
Westport
Ballina
Ballyshannon
Donegal
Derry
Omagh
Portadown
Lisburn
Newry
Dundalk
Drogheda
Navan
Mullingar
Athlone
Tullamore
Kilkenny
Wexford
Waterford
Cork
Killarney
Tralee
Limerick
Ennis
Galway
Sligo
Castlebar
Ballina
Westport
Clifden
Roscommon
Longford
Athlone
Tullamore
Portarlington
Kildare
Naas
Wicklow
Arklow
Gorey
New Ross
Carlow
Kilkenny
Thurles
Cashel
Clonmel
Dungarvan
Youghal
Cobh
Queenstown
Kinsale
Bantry
Skibbereen
Castletownbere
Valentia
Dingle
Tralee
Killarney
Cahirciveen
Kenmare
Bantry
Skibbereen
Cork
Youghal
Dungarvan
Waterford
Wexford
Rosslare
Arklow
Wicklow
Naas
Kildare
Portarlington
Tullamore
Athlone
Roscommon
Longford
Mullingar
Navan
Drogheda
Dundalk
Newry
Lisburn
Portadown
Omagh
Derry
Donegal
Ballyshannon
Sligo
Galway
Ennis
Limerick
Tipperary
Cashel
Thurles
Kilkenny
Carlow
New Ross
Gorey

Resorts in the South

More and more is the North becoming conscious of the South's happy summer vacation lands. In the high altitudes of Virginia, West Virginia, Tennessee, western North Carolina, northern Georgia and Kentucky we find ideal climatic and natural surroundings. Toward the coast are other attractions.

Cool water trips tempt us over Chesapeake Bay to Virginia's historic Tidewater with its Old Point Comfort and Virginia Beach.

Thousands of visitors will go to Yorktown Sesquicentennial, to be held October 16-19, including President Hoover, governors, and descendants of Revolutionary leaders. At this time the National Park Service will dedicate its new Colonial National Monument, embracing Yorktown and parts of Williamsburg and Jamestown Island.

Through the Shenandoah Valley flows a stream of summer tourists visiting its marvelous caverns and areas of the proposed Shenandoah National Park. Virginia Hot Springs and White Sulphur beyond the West Virginia boundary are year-round resorts. Many resorts nestle among the mountains of southwestern Virginia.

Tennessee shares with North Carolina upland glories of the newly established Great Smoky Mountains National Park, with Knoxville a western approach and Asheville capital of "The Land of the Sky" eastern gateway.

From Knoxville we may motor through the Cumberlands to Mammoth Cave, proposed National Park, thence on to Lincoln's Birthplace National Monument and northward to the famed Blue Grass Country, where the horse is King and the great event is the Derby at Louisville.

Among rail systems intersecting the South's summer resorts are included the Southern Railway; Chesapeake & Ohio Railroad; Louisville & Nashville System; Pennsylvania Railroad; Baltimore & Ohio Railroad, and their connecting lines.

Bay and coastwise water trips are popular. Excellent steamers depart from Washington and Baltimore for Chesapeake ports. From New York are operated Old Dominion steamships to Old Point Comfort and Norfolk. Between Boston, New York and Savannah is service by the Savannah Line. To or from the South are attractive cruises by Clyde Line steamships operating between New York, Jacksonville, and Miami, with calls by Jacksonville steamers en route at Charleston.

In direct connection with the Southern Pacific System's "Sunset Route" to the Pacific Coast are operated the Morgan Line steamships between New York and New Orleans.

Six days on Ocean and Gulf in each direction are offered by the Mallory Line, operating its steamships between New York, Key West, and Galveston. From Boston and other ports coastwise trips to Southern ports are available by Merchants and Miners Transportation Line.

Only forty-eight hours from New York, Furness Bermuda steamships bear us to the always-charming Bermuda Islands. Short cruises to Nassau are available by Munson Line. Eleven-day, moderate-priced all-expense tours to Porto Rico are offered by the New York and Porto Rico Steamship Company, New York to San Juan and Santo Domingo. Regular service between New York and Havana is provided also by Ward Line Steamships.

A variety of West Indies summer cruises is offered by the United Fruit Company's fleet, including the following:

Weekly Costa Rican cruises from New York with shore excursions to Havana, Cristobal, and Port Limon, departing every Thursday.

Weekly Colombian cruises with shore excursions at Kingston, Jamaica; Cristobal, C. Z.; Cartagena, Puerto Colombia, Santa Marta, Colombia; leaving New York every Wednesday.

Weekly Guatemala tour with shore trips at Santiago, Kingston, and Puerto Barrios, sailing from New York every Friday.

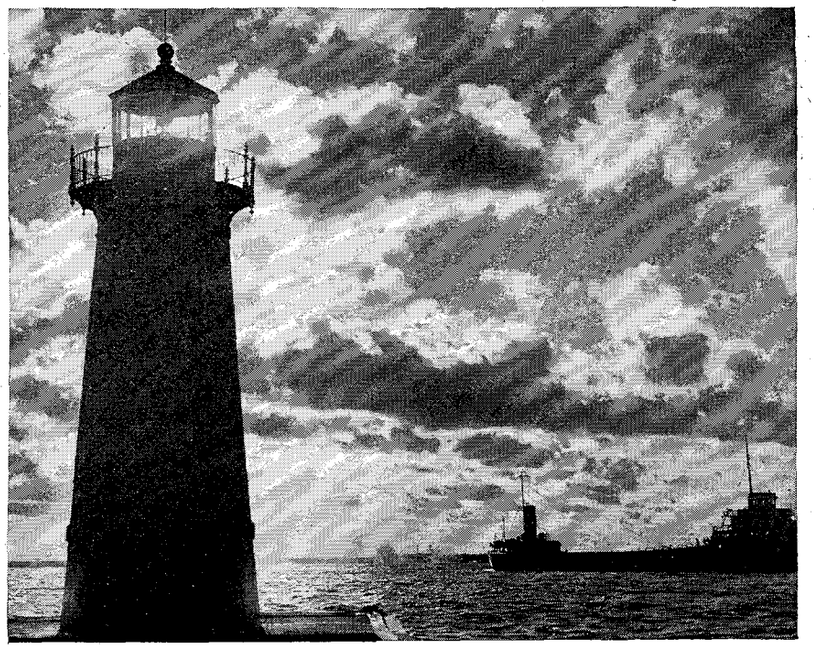
Weekly 14-day Jamaica tour, with four days at Myrtle Bank Hotel, Kingston, motor trips, etc., from New York every Wednesday. Also 13-day Jamaica tours.

Weekly Havana Tour, sight-seeing motor trip included, clearing from New York every Thursday.

Weekly Panama-Costa Rican cruise, visiting Havana, Panama Canal and Costa Rica, sailings from New Orleans every Saturday.

Weekly 9-day cruise to Honduras, including sight-seeing trip at Havana, leaving New Orleans every Wednesday.

Weekly Guatemala City tour, all expenses included, departing from New Orleans every Friday.



© Ewing Galloway

We Look from the Soo Locks Across Superior's Sunset Waters

Weekly 5 and 9 day Havana all-expense cruises from New Orleans every Wednesday and Saturday.

While the tourist vogue is to consider South America a winter objective, the trip in our summer months affords another of many travel opportunities to escape the discomforts of heat. Seasons in the two continents are reversed. Thus summer vacationists from North America will enter the winter season south of the Equator. Winter rigors, however, are less extreme than in the north. And there are distinct advantages in visiting famous cities in this season, for, as Annie S. Peck aptly says of the Argentine capital, for instance, in her "The South American Tour":

"Buenos Aires also may be more advantageously visited during the cooler weather, both because the opera and social festivities are then in full swing, and because one is likely to be more energetic for sight-seeing, of which there is much to be done."

Excellent steamship service is available the year round to West Coast ports by Grace Line, and to the East Coast ports by Munson Line. The Pacific Steam Navigation Company's new motor-liner *Reina Del Pacifico* will enter its West Coast service this summer.

Great Lakes Trips

What to Seek Along Our Inland Seas

Niagara Falls	Detroit, Cleveland
Along Ontario	Illinois, Indiana
Georgian Bay	Michigan Resorts
Mackinac Island	Wisconsin Lakes
Sault Ste. Marie	Minnesota Lakes

The whistle sounds. Lines are cast off. We begin to move. Then there is a travel thrill as the steamship glides out through the gate of Buffalo breakwater and heads westward for a voyage across our Inland Seas. For beyond, there is the spell of historic places, enchanting scenery, vibrant cities.

Cool breezes sweep the decks of vessels unexcelled on inland waterways for comfort and appointments. There is rest, diversion, and on the longer voyages there are shore excursions, deck sports, and comradery.

Whether we are taking the overnight trip to Cleveland or Detroit, or the tour of more than a thousand miles to Chicago or Duluth, Great Lakes travel is delightful. No monotony attends the way. Horizons rimmed by water alternate with close-up shores of harbors and narrow channels, such as the Gross Isle and St. Clair Flats Ship Canals, Detroit and St. Clair River, Straits of Mackinac, Detour Passage and St. Marys River, Sault Ste. Marie Locks, and Portage Passage.

Into harbors we steam for visits to Great Lakes ports. Buffalo, among the foremost travel gateways of the nation, looks out majestically upon Lake Erie. Her park system, museums, and galleries are admired.

The lofty white tower of Cleveland's Union Terminal building is a beacon to this city of industry and cultural institutions, where the civic center, the residential districts, and 3,000 acres of exquisitely landscaped parks attract admiration.

Detroit is thronged with summer tourists who divide their time between seeing her amazing automotive plants and exploring the beauties of her Belle Isle Park. Here, too, her new Ambassador Bridge may carry us into Canada's domain.

The forested crown of Mackinac Island, from which look the white bastions of Fort Mackinac, welcomes us to this Great Lakes gem. Indians, explorers, trappers, traders, and Jesuit priests have endowed it with rich interest, while nature has fashioned marvelous formations, such as Arch Rock, Sugar Loaf, and the like.

The main routes fork at Mackinac Island. Here we may pass through the Straits of Mackinac and out upon the broad waters of Lake Michigan for the 330 miles' sail to Chicago, travel-hub of the Middle West, replete with sight-seeing attractions; or in reverse direction we may enter the Detour Passage and St. Marys River for the Soo and Lake Superior.

Passing through the great locks of Sault Ste. Marie, key to the upper and lower lakes, is an absorbing experience, while ashore we may visit the old towns settled by Father Marquette in 1662.

Voyaging Lake Superior brings us into

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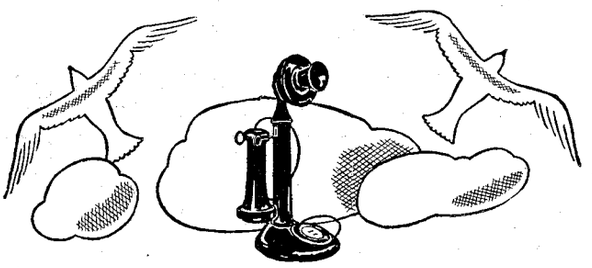
THE UNSEEN

COURIERS

OF THE SPOKEN WORD



THE FAMILIAR TELEPHONE that stands upon your desk at the office or in your home is only a very small part of the great communication system that enables you to talk across the miles with such surprising ease. Behind it are complicated exchanges, a carefully trained organization of more than four hundred thousand men and women and eighty million miles of wire. These are the forces that make efficient telephone service possible. These are the unseen couriers of the spoken word.

Tirelessly, day or night, without rest or sleep, the Bell System awaits but the lifting of the receiver to carry your voice to any one of thirty-two million other telephone users in this country and abroad, and on ships at sea. It is done so quickly and with so little trouble that few people stop to consider what goes on between the giving of the number and the completion of the call.

Some time every day — perhaps many times a day—you use some part of a telephone system that has taken fifty years and more than four thousand million dollars to build. The simple words "long distance," which you speak so casually into your telephone, place millions of dollars of equipment at your disposal. Yet the cost of a call from New York to Chicago is only three dollars and but a fraction of that for lesser distances.

Equipment of comparable cost is also needed to connect your home with the thousands or hundreds of thousands of other telephones in your town or city. Yet the charge for local service is only a few cents a day.

In relation to service rendered, the cost of the telephone is one of the smallest items in the monthly business and family budget. Few things purchased are of such real, constant and increasing value.

★ *AMERICAN TELEPHONE AND TELEGRAPH COMPANY* ★

AMERICAN TELEPHONE & TELEGRAPH CO. BELL SYSTEM AND ASSOCIATED COMPANIES

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contact with the invigorating air and surroundings of the northland. There is the Portage Passage to Houghton, of the copper country; the Apostle Islands; Isle Royale; Fort William and Port Arthur, Canada's great grain funnels; and finally the western Great Lakes Gateway, busy Duluth, which was established by Daniel Greysolon, Sieur Du Luth, through treaty with the Ojibwa Indians.

Each State bordering the Great Lakes bids the traveler to its resort regions.

West of Cleveland, on Ohio's coast, are historic Put-in-Bay and Cedar Point. The Michigan Peninsula and northern Michigan provide countless lake-shore and inland playgrounds. On the Huron coast of the former are the Saginaw Bay country, with Bay City as headquarters, and Alpena, the approach to Thunder Bay. On the Lake Michigan shores is a chain of resorts, that includes Little Traverse Bay, Harbor Springs, Petoskey, Charlevoix, Travers City, Ludington, Muskegon, Grand Haven, Holland, South Haven, Benton Harbor, and others; while inland are lakes, forests and rivers. Hiawatha Land of the Upper Michigan Peninsula is a favorite vacation objective, with its Mackinac, St. Ignace, Escanaba, Menominee, Marquette, nine State parks protecting its scenic charm.

"Thousands of little lakes blinked and smiled up at the sun as the glacier moved into nothingness and left them behind.

"Child-hearted Indians paddled their light birch-bark canoes across the waters....

"Serene-eyed, courageous priests carried the Cross . . . into the wilderness. . . .

"French voyageurs sang their gay, venturesome way down stormy streams....

"Fur-traders and trappers followed. . . . Sturdy settlers cleared space of home-ground the forest scarcely missed. . . .

"This is the heritage of the Great North Woods of Wisconsin and northern Michigan. It is a heritage that makes for a joyous, serene, perpetual playground."

Such is the description by a writer for the Chicago and North Western System.

Green Bay resorts on Lake Michigan and the charming Apostle Islands of Lake Superior introduce us to the playgrounds of Wisconsin, which are spread over the whole State in forests, lakes and rivers protected by fourteen State parks.

Among the southern lakes Geneva is the largest. Wisconsin's capital, Madison, is situated between Lakes Mendota and Monona. All of northern Wisconsin is dotted with lakes, including the Pelican Waters, Three Lakes Waters, Eagle Waters, Twin Lakes Chain, Turtle Waters, Manitowish Waters, Flambeau Series, Trout Lake, Tomahawk, St. Croix, Grindstone, Edgewater, and Red Cedar.

Rivers of charm include the Chippewa in the northwest, and in south-central Wisconsin The Dells of the Wisconsin.

Duluth is a gateway to the myriad lakes of Minnesota under protection of the Superior National Forest, Chippewa National Forest, Seven State Forests, and a score of State parks and also the Quetico Provincial Park of Ontario on the border.

Surrounding the twin cities, Minneapolis and St. Paul, is the romantic Hiawatha region with its waters of Minnetonka. Then there are the Ten Thousand Lakes country, the charming valleys of the St. Croix and the Mississippi.

From Chicago pathways lead us to the lakelands of Illinois and to the Indiana Dunes bordering Lake Michigan, a State park. Inland Indiana offers varied scenic charm. There are the northern lake region, and well-known resorts such as French Lick, West Baden, etc., while southward lie the Ohio River Bluffs and the gorges and cascades of McCormicks Canyon State Park.

The Ontario coast of the Great Lakes, including the incomparable Georgian Bay region, is described in the Canadian section of this review.

Leading Great Lakes Routes

Buffalo and Cleveland Cleveland and Port Stanley, Ont. Cleveland, Cedar Point, Put-in-Bay	Cleveland & Buffalo Transit Co.
Buffalo and Detroit Cleveland and Detroit Detroit, Mackinac, Chicago	Detroit & Cleveland Navigation Co.
Buffalo, Cleveland, Detroit Mackinac, Sault Ste. Marie Houghton and Duluth Also Buffalo, Cleveland Detroit, Mackinac, Milwaukee (eastbound stop) and Chicago	Great Lakes Transit Corp.
Buffalo, Detroit, Mackinac and Chicago, Westbound; Chicago, Mackinac, Georgian Bay, Detroit, Cleveland and Buffalo, eastbound	Chicago, Duluth & Georgian Bay Transit Co.
Chicago, Mackinac, Green Bay, Milwaukee, Michigan City, St. Joseph, Benton Harbor, South Haven, Holland, Grand Haven, Muskegon and Montague	Goodrich Transit Co.
Chicago, Mackinac, and northern Michigan resorts	Michigan Transit Corp.
Port Arthur, Fort William and Duluth	U. S. and Dominion Navigation Co.
Port McNicoll, Owen Sound, Sault Ste. Marie, Port Arthur and Fort William, Ont.	Canadian Pacific Great Lakes Steamships
Sarnia, Windsor, Detroit, Sault Ste. Marie, Port Arthur and Fort William, Ont.	Northern Navigation Co. (Canada S. S. Lines)
Lewiston and Toronto Toronto, Rochester, Thousand Islands	Canada Steamship Lines

Dude Ranches and National Parks

In Dakotas, Wyoming and Montana

Black Hills	Yellowstone Wonders
Bad Lands	Grand Teton Scenery
Big Horns	Glacier National Park
Historic West	Mt. Rushmore
Dude Ranches	Land of Custer

Crossing the Dakotas we enter regions in which the spirit of the real West survives. Here are historic scenes, and here is recreation in the open, for we are in Dude Ranch Country with approaches to three National Parks. "The Dude Ranch specializes in new leases on human life," remarks Henry Wellington Wack in "Arts and Decorations." Reliable information on this kind of vacation resort may be obtained from the Dude Ranchers' Association, Billings, Montana; and from the Northern Pacific; Great Northern; Burlington Route Chicago, Milwaukee, St. Paul and Pacific, and Chicago and North Western Systems.

Courtesy of the Northern Pacific Railway

Dude Ranch Wranglers Are He-Men

LAND OF THE BLACK HILLS

In southwestern South Dakota lie the Black Hills, which witnessed stirring scenes in the drama of early American history and are also noted for their beauty.

They saw the tragic last stand of Custer. They were the haunts of colorful characters such as Wild Bill Hickok, Calamity Jane, Preacher Smith, and Deadwood Dick.

If you enter them by the northern gateways, you may see the Tri-State Roundup held at Belle Fourche in July, while Deadwood arouses pioneer memories.

In the heart of the Black Hills is the Custer State Park, approached from Deadwood, Rapid City, "The Gageway City," Fairburn, or Hot Springs, with Custer near its western boundary.

Covering about half of the northern part of the Black Hills region is the Black Hills National Forest, while other portions are protected by the Harney National Forest. Harney Peak, Mt. Rushmore, and other lofty summits rise over forest, stream, lake, and canyon.

On the one-thousand-feet-high granite escarpment of Mt. Rushmore are being graven in colossal size the figures of Washington, Jefferson, Lincoln, and Roosevelt.

Natural wonders such as the inappropriately named Devil's Tower, a National Monument, across the Wyoming line, and Wind Cave National Park are nearby.

The rail approach to the Black Hills is by the Chicago and North Western System and the Burlington Route.

WEIRD BAD LANDS

One of Nature's weirdest realms lies between the valleys of the White and Cheyenne Rivers, southwest of the Black Hills, and is known as the "Bad Lands."

Edging the prairies of South Dakota, it is a labyrinth of fantastic formations and contains one of America's richest deposits of fossil remains, particularly those of fishes and prehistoric monsters.

In historic interest it is not lacking. Here among the Medicine Rocks was the haunt of Sitting Bull, famous Sioux chief, and here was he taken into custody.

Scenic, on the north, and Chadron, on the south, each on divisions of the Chicago and North Western System, are rail approaches, while the Yellowstone Trail, south from Baker, Montana, and the Custer Battlefield Highway, north from Spearfish, South Dakota, are motor routes.

BIG HORN COUNTRY

Follow the travel routes from the Black Hills west and we reach Sheridan, gateway to the historic and scenic Big Horn Mountains of Wyoming. Says a writer for the Burlington Route:

"The Big Horn National Forest embraces approximately 1,136,000 acres of the Big Horns, including all of their best scenery—crags, canyons, precipices, rivers, streams, magnificent forests, and innumerable lakes. Many of the peaks reach an elevation more than 13,000 feet above sea-level and are snow-capped the year 'round. Glaciers hang high up in the jagged sides of some of these, and in their tortuous progress down the slopes will grind out new basins for sparkling lakes of blue snow-water."

YELLOWSTONE, GRAND TETON, GLACIER

North of the Big Horn we cross the Montana line, and near Hardin come upon the Custer Battlefield National Cemetery; while west of the Big Horns in Wyoming

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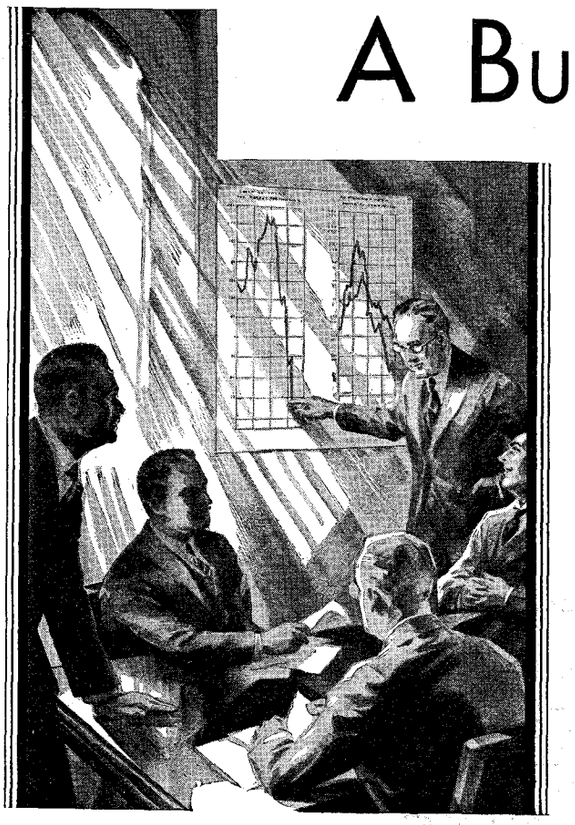
Owen D. Young says:

"The time is not far off when buying will have to be resumed. Then surpluses will disappear, bringing a new upswing of production."

AT A MEETING OF THE NEW YORK STATE BANKERS ASSOCIATION, JANUARY, 1931

OWEN D. YOUNG
CHAIRMAN OF THE BOARD—GENERAL ELECTRIC COMPANY



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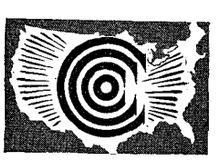

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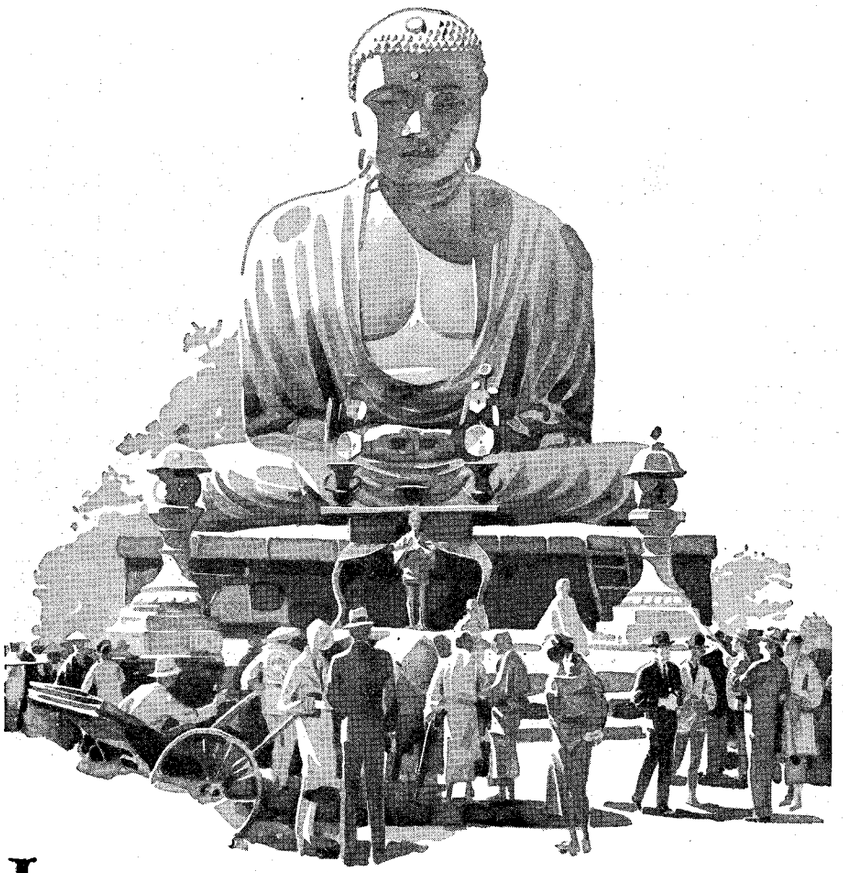

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Gillette

RAZORS TRADE Gillette MARK BLADES

are Lander (Chicago & North Western System) and Cody (Burlington Route), approaches to two National Parks, the famous Yellowstone and the new Grand Teton National Park.

Within the three and a half thousand square miles of its area, Yellowstone National Park contains perhaps a greater variety of natural attractions than can be seen in any other national reservation. There are, for instance, more geysers than in all the rest of the world. There are mud volcanoes, petrified forests, capacious lakes, a colorful canyon, forests, exquisite waterfalls, and a profusion of wild life. Could more be asked? The southern entrance is at Snake River on the motor road from Lander; the eastern from Cody (Burlington Route); the northern at Gardiner (Northern Pacific System); the northwest at Gallatin Gateway (Milwaukee System) and Bozeman (Northern Pacific System); the western, West Yellowstone (Union Pacific System).

The wild beauty of the Teton Mountains in Wyoming is now freely accessible to the public in the recently established Grand Teton National Park, including Jackson Hole, Jackson Lake, and Grand Teton peak, which rises skyward 7,000 feet. Gateways include Moran, on the highway from Lander, and Jackson, reached by motor from Victor, Idaho (Union Pacific System).

Northward from Yellowstone in northwestern Montana and adjoining Waterton Lakes Park of Canada is the distinctive beauty of Glacier National Park, "1,534 square miles of the noblest mountain country in America." Here are a hundred glaciers, rugged peaks carved by water and ice, beautiful lakes reflecting rock colorings, forests, streams and rivers—a paradise for the summer vacationist. Entrances include Glacier Park Station and Belton, on the Great Northern Railway. From Prince of Wales Hotel, Waterton Lakes Park, a motor highway furnishes connection to Calgary and Banff.

Colorado Wonderlands

In Colorado Nature and Man Bid Us To:

Denver, Mile High	Rocky Mt'n National Park
Mesa Verde National Park	Skyline Highways
Royal Gorge	Colorado Springs
National Forests	Pike's Peak
The Grand Mesa	Garden of the Gods

THE DIGEST'S front cover this week discloses the colorful beauty of Colorado Rocky Mountain scenery typified by Snow Mass Lake in the Holy Cross National Forest.

One-fifth of this scenic State belongs to the people of America, for the area of its national forests, parks and monuments is approximately 21,000 square miles—equal to the combined areas of the States of Massachusetts, Connecticut and Vermont. Small wonder, then, that Theodore Roosevelt termed Colorado "The Playground of the Nation." All of this immense, government-protected region is open for camping, motoring, mountain climbing, horseback riding, fishing, hunting and pack-trips.

We do well, therefore, to make Denver, the inviting mile-high capital, with her incomparable mountain parks and environment, a summer travel objective. In every direction from this tourist center wonders beckon.

NATIONAL PARKS, SCENIC MASTERPIECES

Northward, for instance, in Rocky Mountain National Park, are available fifteen hundred horses trained to follow winding trails to snow-clad peaks and

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glacial lakes, thus offering a diversion from motoring, golf and fishing.

"Find Longs Peak on a good map," says the Government booklet, "and you will have the center of the 378 square miles of snow-topped mountains which constitute the park. . . . This national park is certainly very high up in the air. The summer visitors who live at the bases of the great mountains, principally at the beautiful eastern gateway, a little valley town of many hotels, which is called Estes Park, are 7,600 feet, or a mile and a half, above the level of the sea; while the mountains rise precipitously nearly a mile, and sometimes more than a mile, higher still. . . . Georgeously colored wild flowers grow in glory and profusion in sheltered gorges. . . ."

Southward the travel pathways bring us to delightful Colorado Springs, city of estates, parks, hotels, polo fields, and to Manitou with its famous springs under the brow of Colorado's mighty sentinel, Pike's Peak, whose summit was visited by 75,000 people last year. Nearby rise the red monoliths in the Garden of the Gods.

Westward the train halts between narrow walls in the depths of the Royal Gorge, while from Canyon City we may motor across the top of this chasm over the highest suspension bridge in the world, 1,053 feet above the Arkansas River.

And further on Colorado's superlatives continue with the largest open-air, mineral hot pool in the world—at Glenwood Springs—where bathers may swim with comfort in winter temperatures.

In southwestern Colorado, crossing the great plateau, we come upon Mesa Verde National Park, an archeologist's dream, with its 2,000 distinct cliff-dwellings, inhabited hundreds of years ago. No antique shop or Old World castle gives such a sense of great antiquity as do these silent stone cities, built like bird nests high on canyon walls. The effect is heightened at night, around the camp fire, where national park rangers tell the story of the vanished race, and the Navajo Indians, whose forebears fought the cliff-dwellers, dance the wild and stirring Yabechai, most dramatic of primitive ceremonies. Mancos, on the Denver, Rio Grande Western System, is the rail approach.

North of Mesa Verde lies the Grand Mesa, "a remarkable upland, nearly two miles above sea level, covered by an enormous spruce forest and dotted with 210 lovely lakes, which teem with rainbow trout (the gamiest variety). This is truly an outdoor paradise. The weird rock formation of Colorado National Monument is an easy side-trip from here."

Colorado's mountain highways bring her glories intimately to motorists. She loops amazing scenic highways around her high peaks and over the Continental Divide passes. Last fall, the highest automobile road in the world was completed to the summit of Mt. Evans, 14,259 feet in elevation—nearly three miles above the sea. The route, which passes through Denver's famous mountain parks system, is sixty-six miles long. For the first time, this summer, motorists here will park their cars on the highest point ever reached by an automobile.

A twelve-mile road, constructed during 1930 to the rim of the Black Canyon of the Gunnison, will open to tourists this summer a Colorado Gorge as imposing as the famous Royal Gorge of the Arkansas. This road starts from Montrose, in western Colorado, and ends upon a precipice 1,600 feet above the river.

Denver is reached by six trunk railways including the Burlington Route, the Union Pacific, the Rock Island; Colorado and Southern; Santa Fé. It is also the eastern terminus of the Denver, Rio Grande Western-Western Pacific route to California.

Authoritative information on all details of travel in Colorado may be obtained from The Colorado Association at Denver.

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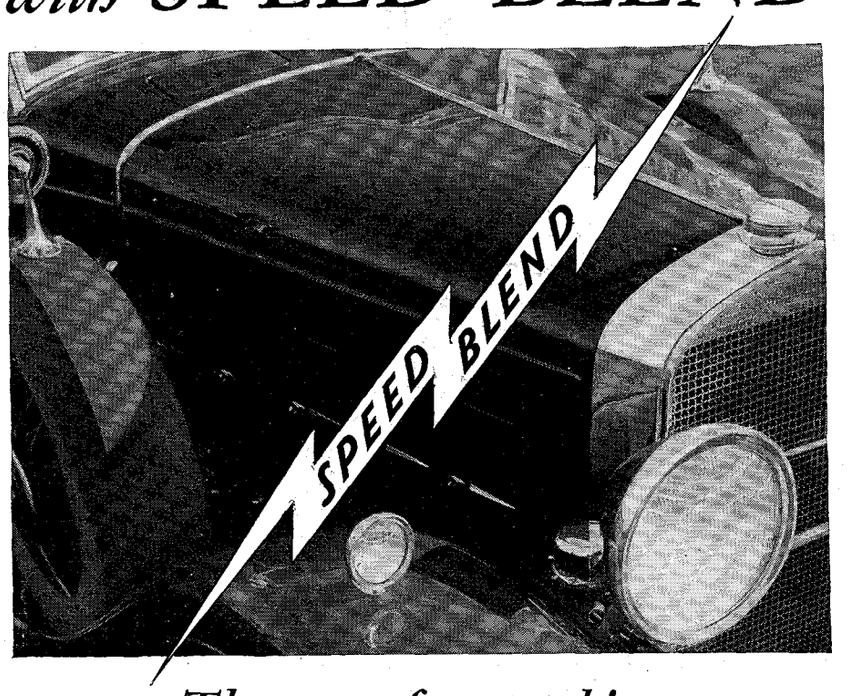
with SPEED BLEND



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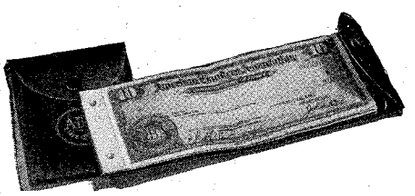

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Land of Fantasies

In Utah and the Southwest See

Salt Lake City	Petrified Forest
Zion's Wonders	Bryce Canyons
Cliff Dwellings	Carvings
The Grand Canyon	Old Santa Fé
Georgeous Cedar Brakes	Apache Trail
	Hot Springs

Utah and northern Arizona have within their boundaries natural wonders found nowhere else in the world. To look upon these scenes is to have them engraved forever upon one's memory.

Utah's travel portals are near the Great Salt Lake, upon whose unique waters we may float like a cork. Ogden, which looks out upon the lofty summits of the Wasatch range, is a transcontinental crossroads. Here the Union Pacific's Overland Route joins the Southern Pacific's Ogden Route, going westward across Great Salt Lake on its way to California. Here, too, diverge the northern arm of the Union Pacific for the Northwest and the southern for Salt Lake City, Utah Parks, and Los Angeles.

Following the last-named we enter Salt Lake City, which forms another rail four-corners with the transcontinental links of the Denver Rio Grande Western and the Western Pacific System. With its distinctive Temple Square, its Saltair bathing beach a few miles distant, and its mountain surroundings it ranks high among America's unusual cities.

Southward the Union Pacific train carries us to Cedar City for a scenic motor-coach trip unexcelled on this continent. We are off to realms of fantasy and seeming unreality. Their curtain raiser may be the amphitheaters of Cedar Brakes, forest-fringed and blazing with gorgeous hues of rose, orange, coral and white. Then beyond, in Bryce Canyon National Park with its myriads of rock carvings surrounding a colossal amphitheater, we enter a gallery in which, as the Government says, "it would seem that the imagination of some titanic sculptor had run riot and cut into the soft sandstone every figure and shape known to or dreamed of by men. Domes, spires and temples predominate, decorated in all colors of the spectrum, but with reds, pinks and creams predominating."

Spectacles, these, not to be missed; but the main route of wonderland leads southward from Cedar City.

The West Temple, of Zion National Park, standing beside the Watchman, is one of the guardians of Zion Canyon's gate. Spellbound we explore its glories and mysteries. Its gorgeous hues, from the deep red of Vermillion Cliff to the white of the Great White Throne, its towering walls, arches and petrified forest are amazingly impressive, as viewed from the new Zion-Mt. Carmel highway with its galleried tunnel and six switchbacks.

The trip continues to the culminating and breath-taking achievement of nature which unfolds before our eyes as we reach the north rim of the Grand Canyon at Bright Angel Point. Its charm and grandeur are overwhelming as we look across its eleven miles from Grand Canyon Lodge to the dim outlines of El Tovar, the Santa Fé Railway's approach to the south rim. These two vantage points are joined by trails and a bridge in the depths across the Colorado River. Motorists may cross the Canyon by returning to Fredonia and following route U. S. 89 across the Canyon by the new Lee's Ferry Bridge, thence to the Petrified Forest and on to El Tovar, or to Flagstaff on the Santa Fé System and national Old Trails Highway.

In Utah also is that indescribably impressive natural marvel, the Rainbow Bridge National Monument, and beyond it the Natural Bridges National Monument.

OTHER GLIMPSES OF THE SOUTHWEST

Eastern pathways leading toward the storied Southwest bring us to other natural wonders, historic associations and prehistoric remains.

From the lower Mississippi Valley we go to the Ouachita Mountains of central Arkansas to visit Hot Springs National Park with its healing waters under government regulation. Forty-six springs adjoin the city of Hot Springs on the Missouri Pacific and the Rock Island Systems.

From colorful New Orleans we may cross the great empire of Texas and visit historic San Antonio and El Paso.

The national parks and national monuments of New Mexico and Arizona invite us in all directions. Down in the southeastern corner of New Mexico are the unrivaled subterranean marvels of the Carlsbad Caverns National Monument. "It's just like the Grand Canyon with a roof over it"—such is Will Rogers's recent description in the New York *Times*. Carlsbad on the Santa Fé System is the approach.

Northward in New Mexico we may visit the Spanish Mission ruins at Gran Quivira; the enormous rock, El Morro, bearing early Spanish inscriptions; cliff dwellings of Chaco Canyon and the 500-room prehistoric pueblo at Aztec Ruin in northern New Mexico. The historic site of Santa Fé is a lure to all travelers. In Arizona, Phoenix is a tourist headquarters, and in this State national monuments include: the prehistoric ruins of Casa Grande; colorful wonders of Petrified Forest; cliff dwellings of Montezuma Castle; Rock pinnacles of Chiricahua; Tonto Cliff Dwellings on the scenic Apache Trail; marvelous prehistoric remains of Walnut Canyon, and the cliff dwellings of Navajo National Monument.

Through these regions penetrate the transcontinental system of the Southern Pacific, with its absorbing travel experience, the famous Apache Trail motor-coach detour, and the Santa Fé Railway, with its fascinating motor-coach Indian Detours and Grand Canyon gateway.

Courtesy of The Colorado Association

Above Timberline Motoring in Colorado Has Its Thrills

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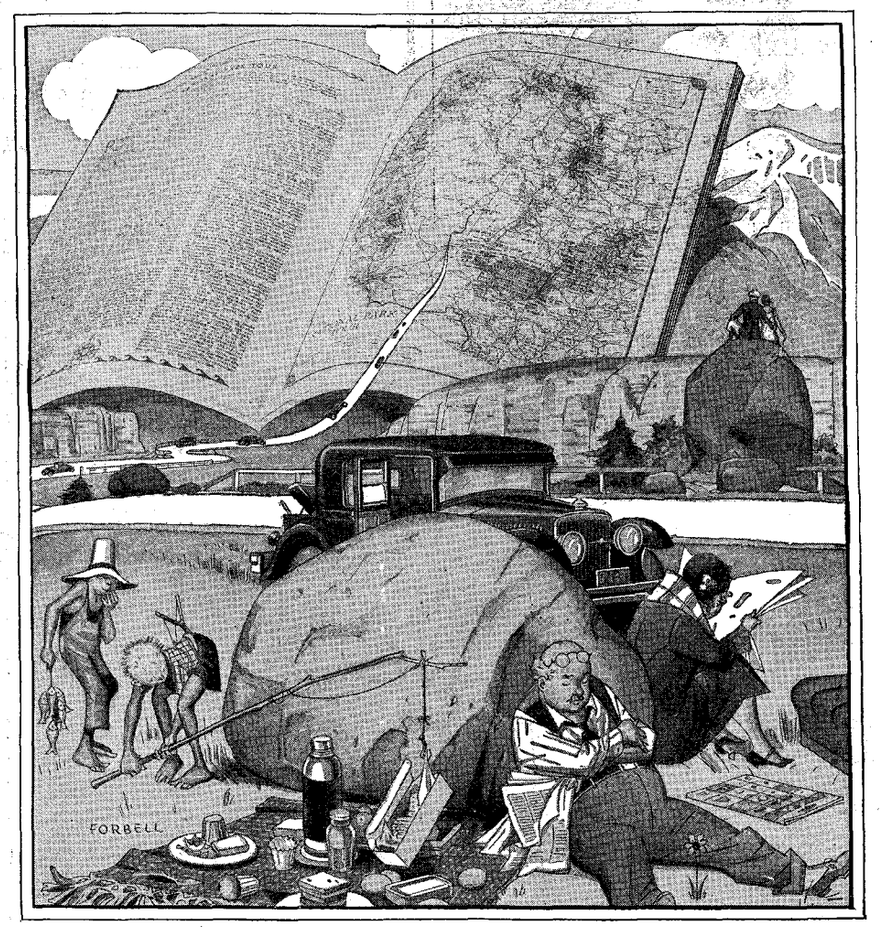

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Indeed, to all of us who go a-touring, every state is like a "foreign power" with its own laws—laws to which we become subject the moment we cross the state line. No less than 13 states and 2 provinces in Canada may now, under certain conditions, *take away your right to drive* unless you can produce *acceptable* evidence of financial responsibility, such as an Ætna policy! But that isn't the only reason for insisting on Ætna protection. An Ætna Combination Automobile Policy not only covers *every* insurable motoring risk but guarantees *personal,* friendly service from Coast-to-Coast through—

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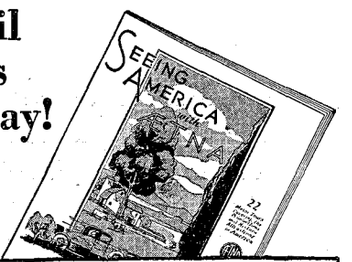

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CUNARD

Pacific Northwest

Some Attractions in "The Land of Charm"

Crater Lake	Spokane
Portland, Mt. Hood	Bellingham, Mt. Baker
Columbia River	The Peace Arch
Mt. Rainier	Vancouver—Victoria
Olympia—Olympics	
Tacoma, Seattle	

The road to Oregon has been ever a pathway leading to happy experiences. It bore the covered wagons to found a new empire. To-day, with numerous other routes, it forms one of many approaches to the playgrounds of the Pacific Northwest, over which fly the flags of two nations. It is "a charmed land" of mountains, lakes, rivers, and forests, invigorating from the time we enter its eastern borders until descending its final range we reach the Evergreen Playground of its coast.

The approaches are in themselves inviting. From California we enter it through the Klamath-Crater Lake country of Oregon. From Idaho we may follow the historic Snake River to the Columbia or pass through the Cœur d'Alene region to Spokane's travel hub in Washington. From the Canadian Rockies the Fraser River leads us to Vancouver on the Straits of Georgia or to Prince Rupert in British Columbia.

If our approach is from California, Oregon greets us with the smiling waters of Klamath Lake. Northward we should not fail to visit Crater Lake National Park. From the lodge an entrancing scene greets the vision. Crater Lake, 2,000 feet deep, completely framed with mountains 1,000 feet in height, lies before us, amazingly spectacular and impressive. East of the Cascades are many other lakes and the Cedar and Blue Mountains, while coastward are the timberlands of Siskiyou National Forest, containing the Oregon Caves National Monument; also a Pacific coastline of more than 300 miles, providing numerous beaches, such as Brandon, Tillamook, etc., with rugged scenery and bays. Paralleling Oregon's shores toward the east rises the great wall of the Cascades.

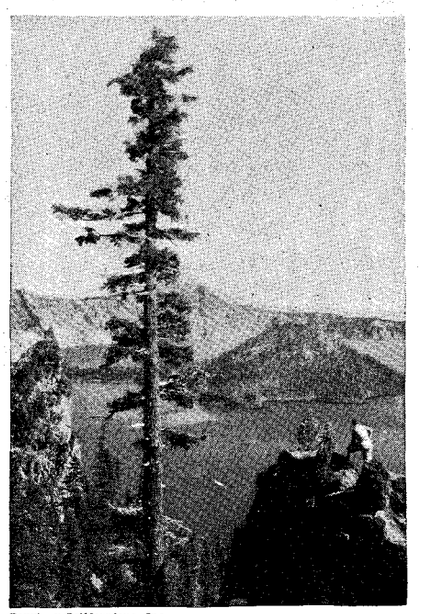
Medford and Klamath Falls are gateways to Crater Lake, Grants Pass to Oregon Caves. Eugene is an important travel crossroad. Salem is the State Capital. As we travel north, Mt. Hood is a towering beacon. And then we enter Portland bordering the Columbia and Willamette, Rivers, metropolis and "City of Roses," charming in itself and surrounded by tourist attractions such as the pinnacles, forest giants and cascades of the Columbia River Highway, the Mt. Hood Loop scenic drive and the ocean beaches. All Portland is a bower of beauty from June 11 to 14, when the annual Rose Festival is a gala event.

Beyond this important ocean port we may follow the Columbia River on its way to the sea, and cross the new cantilever bridge entering Washington at Longview, which city is the most modern in civic achievement on the continent. Against the northeastern horizon rises the snowy peak of Mt. Rainier, to the northwest the Olympics, and ahead the blue waters of Puget Sound, its arms reaching inland to forested shores and famed harbors.

"Neither Europe nor Asia nor South America," wrote the late Ambassador James Bryce, "has a prospect in which sea and woods and snow mountains are so united in a landscape as in the view from Puget Sound of the great peaks that rise like white towers above the dark green forests of the Cascade Range."

The new fifteen-million-dollar capitol group attracts us to Olympia, seat of the State's government, home of the famous Olympia oyster, southernmost Puget Sound port and southern approach to the scenic Olympic Peninsula with its Mt. Olympus National Monument, Hood Canal, lakes and incomparable motor drives. Resuming, we reach the terraced hills of Tacoma facing her deep-water harbor on Commencement Bay. This lumber capital of the country is also a city of delightful homes and admirable civic achievements. Tacoma is a gateway to Mt. Rainier National Park, in the center of which Rainier cleaves the sky 14,408 feet, surrounded by twenty-eight glaciers and fairylands of Alpine flowers, accessible from Paradise Valley.

Beyond Tacoma we continue until there comes in sight the lofty phalanx of Seattle's business center, facing another harbor which is gateway to Alaska and the Orient, while eastward stretches Lake Washington, her fresh-water harbor. Here we enter another clean, modern city with the heart of nature just beyond its busy streets. Northward Everett is an approach to inland playgrounds, and Bellingham is the gateway to Mt. Baker National Forest, dominated by this 10,730-feet-high peak. Wondrous motor drives to this and the Chuckanut State Park invite us to forest-bordered highways. From either Seattle on the west or Spokane, eastern gateway



Courtesy Californians, Inc.

Crater Lake—Wonder of the World

city, we may follow trunk motor routes to the fertile Wenatchee Valley and Lake Chelan, "Emerald of the Cascades." Finally Blaine, the friendly gateway of two nations, brings us under the Peace Arch to British Columbia, the playgrounds of which we outline elsewhere under our Canadian Section.

To the Pacific Northwest come the great trunk rail system of the Northern Pacific; Southern Pacific; Union Pacific; Chicago, Milwaukee, St. Paul and Pacific; Great Northern; Canadian Pacific Railway, and the Canadian National Railways.

Ocean and coastwise routes reach numerous harbors. Those which originate from Seattle and Vancouver and cross the Pacific are described under our Transpacific Section, and those which provide access to Alaska under the Alaska Division of these articles.

Why Not Alaska?

Highlights of Tours to the Northland

Superb Scenery	Profuse Wild Life
Gorgeous Flora	Shooting Rapids
Great Nat'l Park	Gold-Rush Scenes
Mighty Glaciers	Forest-Scented Air
Thrilling Rides	Nat'l Monuments

If we decide on Alaska for our summer trip, we shall have "that uplifting excitement of going by water to strange places,

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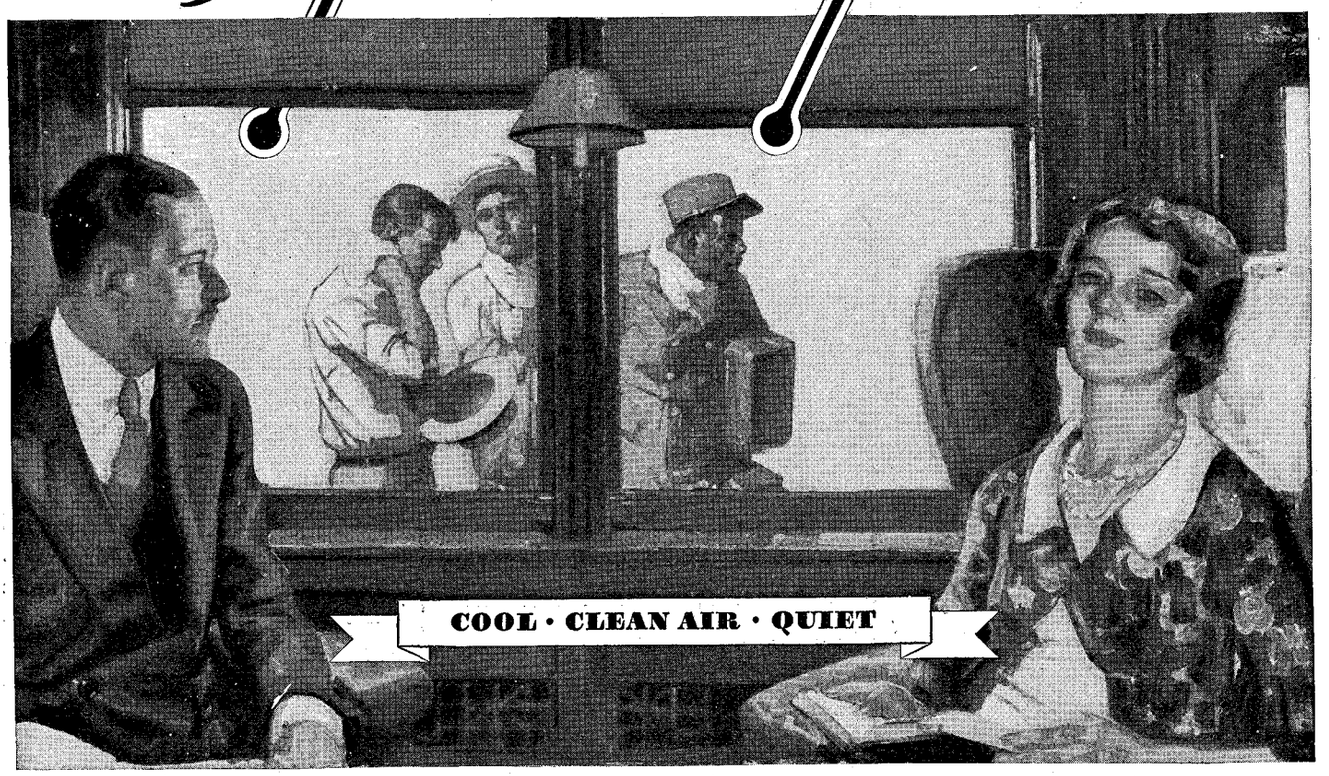
90 degrees outside 75 degrees inside



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First, all dust, cinders, and smoke are filtered from the air. Then it is given just the right amount of humidity. Finally, the air is artificially cooled and is gently and evenly circulated so that the car never gets stuffy or drafty.

Because of closed windows and rubberized trucks, outside noise is muffled, the car is relatively quiet, and dust, smoke and cinders cannot enter.

In winter the same equipment cleans the air, maintains it at the right temperature and proper humidity—better air than most people have in their homes.

Added to the other comforts of this fine train, and to our smooth roadbed, "Conditioned air" makes the ride between Washington, Baltimore, Philadelphia and New York unusually pleasant and comfortable. And the motor coach ride between train-side at Jersey City and New York and Brooklyn, with a few minutes crossing the breeze-swept Hudson, is a delightful and convenient way to enter or leave New York.

Mr. W. B. Calloway, Baltimore & Ohio Railroad, Baltimore, Md., will mail you on request a descriptive folder which tells all about this outstanding advance in railroad comfort.

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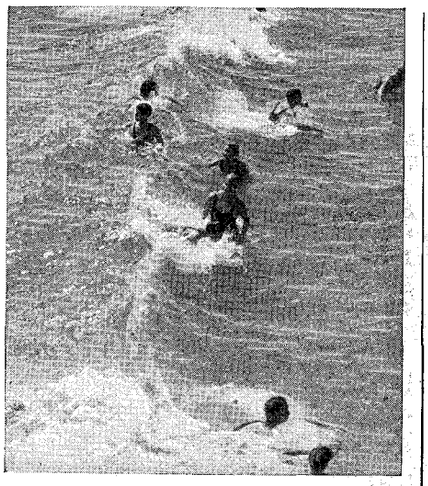

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In this famed playland centered by Los Angeles, you'll find *every* kind of vacation joy you can name. Rainless days and cool nights that call for blankets. The tonic waters of the friendly Pacific... bright pleasure-islands just off-shore. A few miles inland, mighty mountains, crystal lakes and evergreen forests. Sports of all kinds...at their sportiest. The foreign "color" of ancient Spanish Missions, of 1931's Fiesta events, of Old Mexico nearby. Gay Hollywood where you'll mingle with stage and screen stars at smart cafes and brilliant first-nights. Scores of romantic cities like Pasadena, Long Beach and Santa Monica ...reached by palm-lined avenues through fragrant orange groves and luxuriant gardens. Each day a new adventure!

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and seeing and experiencing new things," and the veteran globe-trotter and author, Norman Reilly Raine, describes it.

From Seattle, Vancouver, or Prince Rupert varied tours beckon.

In only a little more than a week we may explore the Inside Passage.

Thus en route we may step ashore at youthful Ketchikan, fringing the wilderness; at Wrangell, with its ancient totems. Beyond we glide past the sparkling wall, 300 feet high and two miles wide, of the huge Taku Glacier. At Juneau is Alaska's capitol and Territorial Museum. If the itinerary includes Sitka we feel the glamor of the bygone Russian régime, and peep into the cathedral with its art treasures.

Finally we steam up Lynn Canal to Skagway, terminus of the Inside Passage Cruise, and gateway to the Yukon.

To Skagway came the wild throng of the '98 gold rush, from Skagway toiling over the White Pass on their journey to the fabled Klondike.

Tourists who fail to penetrate the interior miss much of Alaska's charm. We may enter at Skagway or extend the cruise to Cordova, Valdez, or Seward.

Unexcelled is the Great Circle Tour inland and coast. It too may be covered in part. Let us glance over its attractions.

At Skagway we enter the observation car of the White Pass and Yukon Railway.

The International Boundary is crossed, Lake Bennett skirted, and at Carcross a side trip taken to the Atlin Lake region.

Returning to Carcross, we take the train again to White Horse, head of navigation on the Yukon.

Down through thrilling rapids, under the shadow of lofty mountains, and along miles of forested banks we may sail to Dawson, capital of the Yukon Territory.

Then, on the Great Circle Tour beyond, crossing again the International Boundary, we ascend the Tanana River to Nenana.

Here is contact with the U. S. Government's Alaska Railroad, which whisks us on to Fairbanks, youthful metropolis.

From Fairbanks two routes invite us to the coast and our home-bound steamship.

The first of these is the Alaska Railroad, Mt. McKinley National Park Route to the port of Seward.

Tourists detrain at McKinley Park Station for the most scenic area in Alaska.

South of McKinley Park the train continues to Anchorage, at the head of Cook Inlet.

Then over the famous Loop of the Kenai Peninsula and on to the deep-water harbor of Seward.

From Anchorage or Seward, Kodiak may be reached and the Shelikof Strait crossed to the Katmai National Monument with its Valley of Ten Thousand Smokes.

The second route from Fairbanks to the coast is that of the Richardson Highway.

Its southern terminus is at Valdez, steamship port, in scenic grandeur.

An alternative route leaves the Richardson Highway at Chitina, where we board a train of the Copper River and Northwestern Railroad for the coast at Cordova, visiting on this scenic rail route the world-famous Childs and Miles Glaciers.

From Seward, Valdez, or Cordova the steamship takes us back to Seward.

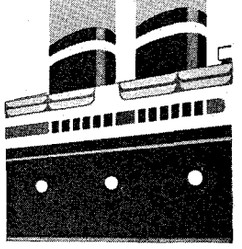
OCEAN ROUTES TO ALASKA

From Seattle the Alaska Steamship Company's fleet is operated to all important Alaskan ports over its southeastern, southwestern, and Bering Sea routes. Combination water, rail, and river tours occupying from nine to thirty-five days are offered. Air-route connections are available at Valdez, Anchorage, Mt. McKinley Park and Fairbanks for scenic trips. Air-service is also provided this season from Seward or Anchorage to Katmai National Monument.

British Columbia and Southeastern Alaska routes are covered by the "Prince" fleet of the Canadian National Steamships: (1) Tri-city between Seattle, Victoria, Vancouver; (2) Portland Canal route between Vancouver and Prince Rupert; (3) Queen Charlotte Island division; (4) Alaska service between Vancouver, Prince Rupert, Southeastern Alaska ports, and Skagway.

Canadian Pacific "Princess" steamships are operated between Victoria, Vancouver, southeastern Alaska ports and Skagway. Connection with Seattle is made by Triangle Route, between Seattle, Victoria and Vancouver. A special cruise by S. S. *Princess Alice* from Vancouver to Skagway is scheduled to depart August 11.

ALL YEAR 'ROUND BY SEA TO CALIFORNIA



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California for Vacation

A Few Golden State Inducements
Historic San Diego Yosemite Wonders
Redwood Empire Santa Barbara
Los Angeles, Environs
Santa Catalina Island
San Francisco, Environs
Big Tree Nat'l Parks
San Joaquin Valley
Monterey Region

Along the heights of the Carriso Gorge, across the desert, over the High Sierra passes, down the routes from Oregon and over ocean waters, a million visitors enter California every year. So vast is her area, so diverse her attractions, that this tourist host is absorbed without discomfort.

The visitors come the year round, for California at all times has all the seasons and climates from subtropic to subarctic. All tastes are satisfied between extremes of desert, seashore, canyon and snow-clad peak. Thus California is not just another State, but an individual realm. Nature and romance go hand in hand from giant redwood to Spanish Mission. From the travel standpoint California exerts an inescapable, all-compelling charm.

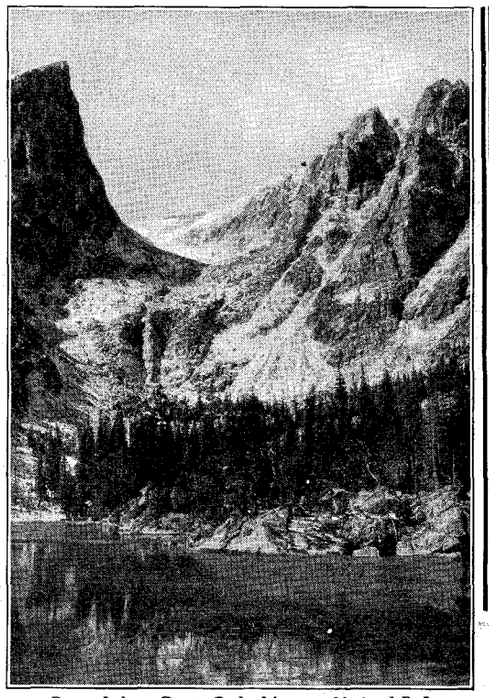
Even if we have only a limited time, California need not be denied us. In spite of its great area—you could fit into it all of New England, New York, New Jersey, and still have room to spare—travel facilities are so adequate, routes so direct that we may see, if necessary, within a fortnight California's high lights from Mexico to Oregon. Such a possible itinerary would include one day at San Diego, three days at Los Angeles and its environs, one day at Santa Barbara, one day at Del Monte, three days at Yosemite National Park, three days at San Francisco and its environs, and two on the Redwood Empire Tour. The Big Tree Parks in the Sierras would require at least another day. Travel, too, in California involves only moderate expense.

It is obviously impossible for us to cover the myriad vacation attractions of this Golden State. Certain essentials, however, should be included in every itinerary. Authoritative assistance in planning details of the California tour is obtainable from the All-Year Club of Southern California, at Los Angeles, and from Californians, Inc., San Francisco. The aim of each organization is to make one's visit profitable and happy. A wealth of helpful literature and suggestions may be obtained also from the railway and steamship lines.

Now for experiences which we should not

Courtesy of the All-Year Club of Southern California

Mission Bells Are Calling Us to Southern California



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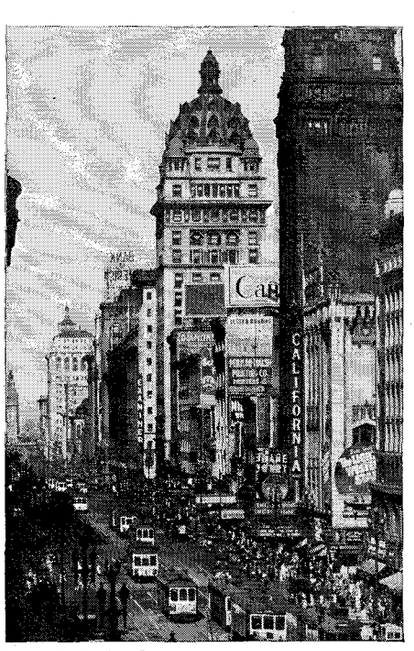
miss: In San Diego, birthplace of California history, facing its magnificent bay, we should see Balboa Park; the residential heights; Ramona's marriage house in the Old Town; beautiful Coronado Beach, Point Loma, La Jolla Caves.

In Los Angeles, metropolis of Southern California and tourist center with almost a thousand hotels, we must set forth upon expeditions to Hollywood and Beverly Hills; Mission San Gabriel, and Pasadena with its sumptuous homes; scenic Rim of the World Drive; Mt. Lowe for its views and Mt. Wilson for its observatory; Riverside for the orange kingdom and Mt. Rubidoux; Palm Springs, on the desert's edge, and Arrowhead Springs and Lakes in the mountains; Santa Monica; Long Beach, Huntington and Newport beaches; Catalina, the island enchanting. Leaving Los Angeles, the scenic coast route "the road of a thousand wonders," leads northward.

In Santa Barbara, beautiful beyond words, looking down upon its Pacific foreground and distant Channel Islands, new and old mingle. Here must be seen the recently completed court-house in striking Spanish motif; the ancient Mission Santa Barbara, best-preserved of all California's early religious edifices; the distinctive Spanish-style hotels; the mountainside estates, and along the beach the millionaire colony at Montecito.

In Del Monte, with its exquisite park, we are at the headquarters for the picturesque Monterey Peninsula. Through forests and along watersides the famous Seventeen-Mile Drive brings us to quaint old Monterey, where Spanish rulers sat in California's first capital; Carmel-by-the-Sea and its Mission; Cypress Point, objective of artists; Pebble Beach and its sporty golf course, and Del Monte Forest. The coast tour continues through the Santa Clara Valley and thence to the Golden Gate.

In San Francisco we are in one of the world's romantic and cosmopolitan cities, with impressive scenes within its limits and innumerable attractions outlying. In the colorful city itself we must climb Twin Peaks for a sweeping panorama of city, bay and mountain; motor to Golden Gate Park and the Presidio for superb landscaping achievement, sea views and harbor vistas; stroll along the Embarcadero; dip into the Orient at Chinatown; eat at distinctive restaurants; cross the harbor to Mt. Tamalpais to see the Big Trees (Muir Woods National Monument) and Golden Gate views; visit Palo Alto, with its Stanford University, and Berkeley with its University of California; take the ferry to



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Oakland, and see its lake and other attractions.

The California coast north of the Golden Gate offers many delights for the summer visitor. Cross the ferry to Sausalito, and you are off on a road of wonders. Jack London's Valley of the Moon at Sonoma; Burbank Gardens at Santa Rosa; Petrified Forests and Geysers; Russian and Eel River summer-resort regions, and then miles upon miles through the shady recesses of the giant trees. We may travel by Southern Pacific Motor Coach and rail detour, or by our own car, through the Redwood Empire to the Oregon line.

But there are many travel objectives other than those of coastal California. Through her north and south valleys and their branches arteries carry us to beautiful and historic scenes. Streams and forests of Tehachapi Pass form our approach to the 260-mile length of the fruitful San Joaquin Valley.

Bakersfield displays one source of California's oil wealth. Thriving Exeter is the rail station for Sequoia National Park, and Fresno, the raisin city, is gateway to General Grant National Park. Each of these parks preserves some of the oldest and hugest living things upon the earth's surface—the giant Sequoias. Canyons, rivers and towering summits, including Mt. Whitney, are accessible to summer visitors.

Directly east of San Francisco, and reached from it through Stockton, metropolis of the valley, is that incomparable glory of nature, Yosemite National Park in the High Sierra. Saddle, camp, motor and hiking trips are arranged by Yosemite Park & Curry Co., which also manages the unusual Ahwanee Hotel and other living accommodations. All of Yosemite marvels are open to summer visitors, and inclusive-expense tours range from two days to see the Valley and Mariposa Big Trees to the four-day trips (between July 6 and September 1) over the famed Tioga Pass Road, including the Valley, Glacier Point, Mariposa Big Trees, Tioga Pass, and that mountain jewel, Lake Tahoe.

At the head of the San Joaquin Valley we visit Sacramento, California's capital, with its historic memories and early gold-field surroundings.

Northward winds the Sacramento River Valley through superb scenery with digressions for the Feather River summer-resort regions, and from Redding to see the natural wonders of Lassen Volcanic Park. Far to the north the gleaming crown of Mt. Shasta guides us toward Oregon.

Rail systems connecting California with the East and penetrating various regions include the Southern Pacific's Sunset, Overland and Shasta routes; the Union Pacific's Salt Lake route; the Santa Fé's Grand Canyon route; Denver Rio Grande Western-Western Pacific's Royal Gorge and Feather River Canyon route; Rock Island Golden State route. Trains destined for the Overland route depart from Chicago over the Chicago and North Western system and by Milwaukee System, each via Omaha. Through-car service, Chicago to California, is operated by the Burlington Route and the Rock Island System via Denver, Rio Grande Western-Western Pacific between Denver and San Francisco.

Steamship routes via Panama Canal include those of the Panama Pacific; the Dollar Steamship Line; Panama Mail Steamship Line. All northern transcontinentals, such as the Union Pacific Oregon route; Chicago, Milwaukee, St. Paul & Pacific; Burlington, Great Northern Route; Burlington Northern Pacific Route; Canadian Pacific Railway, and Canadian National Railways, provide access to California from the Pacific Northwest via Shasta route of the Southern Pacific System.

A coastwise voyage between San Diego, Los Angeles, and San Francisco is provided by the express steamships *Yale* and *Harvard* of the Los Angeles Steamship Company.

Glacier Park Hotel at Eastern Entrance

Make your vacation bring you adventure—come to Glacier Park! Maybe it's scenery, maybe it's sport that lures you to Glacier Park. Maybe it's adventure, the thrill of discovery, roughing it, or mountain air and sunshine! They're all here for you—trail-riding and golf, hiking, fishing, bus trips and launch cruises, camping out, mountain climbing, even exploring! Come west—go "western" this year. Write Great Northern Vacations, St. Paul.

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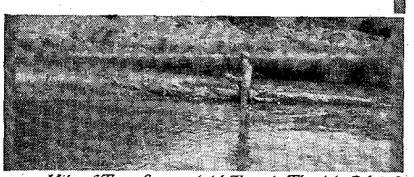
And remember that what is a rare vacation to you is normal, joyful living to a Coloradoan. Take time, while you are here, to study the opportunities and advantages of living permanently in this happy, healthy, wondrous "land of sunshine and vitamins." Send the coupon today—it will help you plan.

Taste Colorado quality in delicious extra-vitamin fruits and vegetables Colorado ships to your city.



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Folklore	Composite Races

The islands of flowers, song, nature, wonder and fascinating peoples beckon the summer vacationist from the Pacific. Hawaii is a golden opportunity for those who love travel. Even those blasé globe trotters who are familiar with remote places never cease to feel the thrill of this romantic realm.

Indeed, after falling under Hawaiian magic it is a stout will which can restrain a tear when the home-bound ship starts to move away amid confetti, leis and appealing strains of "Aloha Oe." And as Diamond Head fades into the distance, solemn vows are registered to return.

Feel then the spell of the Island of Oahu, with its colorful Honolulu and world-famous Waikiki Beach; gaze upon Haleakala's unforgetable sunrise in the Island of Maui, section of the Hawaiian National Park, and drink in the beauties of Iao Valley; listen to the barking sands and see the beauties of Waimea Canyon, Island of Kauai; visit the volcanic wonderlands and tumbling waterfalls of "the big island," Hawaii. Here, too, is located a section of Hawaii National Park, and as guests of Uncle Sam we may follow new bridle and hiking trails in the Island of Hawaii section of the Hawaii National Park, explore "the weirdest walk of the world," from Kilauea summer camp through lava wonders; rest at the Volcano House on the brink of Inferno, or motor over Chain of Craters Road through fern forest, lava tunnel and past extinct craters.

Transpacific

The summer and autumn seasons are pleasant for Pacific cruises. Japan is lovely during the warm months, when her charming gardens are at their best. July is the coolest month in the South Sea Islands.

"Australia is an 'all-year' country, spring and summer being best for most of the States," says Arthur H. O'Connor of the Australian National Travel Association of San Francisco.

Across the Pacific pass fleets of modern, fast steamships. The merged fleet of the Matson Navigation Company and Los Angeles Steamship Company bears us between San Francisco, or Los Angeles, and Hawaii.

Between San Francisco and Australia, with calls at Honolulu each way, steam the South Seas steamships of the Matson fleet.

To meet increasing demand for fast luxurious service over this romantic California-Australia route, Matson Navigation Company are building an entire fleet of swift, luxurious liners.

Between Los Angeles, San Francisco and the Orient, with stops at Hawaii, is the route of the Dollar Steamship Line; and between Seattle, Victoria and the Orient sail the liners of the American Mail Line.

Two huge new liners are soon to make their début in the transpacific round-the-world service of the Dollar Steamship fleet.

New, fast steamships are operated between Los Angeles, San Francisco, Seattle and the Orient by N. Y. K. Line.

Canadian Pacific steamships steam between Vancouver, Victoria and the Orient, and Canadian-Australasian Royal Mail Line ships ply between Vancouver, Victoria, Fiji Islands, New Zealand and Australia. Union Steam Ship vessels cover the route between San Francisco, Tahiti, Cook Islands, New Zealand, and Australia.

A "round the Pacific" cruise by the Matson flagship, *Malolo*, will depart from San Francisco, September 19 and Los Angeles, September 20, and will cover 25,000 miles, returning December 16.

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Vacation Inducements from the Atlantic to the Pacific

Ontario's Highlands In French Canada
North of Fifty Canadian Rockies
Maritime Playgrounds
30,000 Island Delights
Evergreen Playgrounds
Along Superior's Shores

An Invitation to Readers of The Literary Digest

From HON. THOMAS G. MURPHY,
Minister of the Interior, Canada

THE people of the United States and Canada to-day may be said, in a new sense, to be taking possession of their own land. Everywhere we see a movement for a freer life in the open, an increasing love of the beauty of the countryside, a rediscovery of this great continent's wonder and romance.

For the pleasure seeker distance and international boundaries are no longer barriers; they have become an added lure, even a challenge. Each year across the interwoven network of highways our two populations mingle, resulting in a broadening of sympathies and a better understanding.

To all visitors to Canada this year from across the line a cordial invitation is extended to visit the National Parks. These great sanctuaries, which, combined, cover an area of approximately 12,000 square miles, contain typical examples of Canada's finest scenic regions, areas often so remarkable that they belong by their very nature to the whole world. Nearly every province contains a national park, but the major units of the system are the extensive areas established as parks in the four Western provinces —Manitoba, Saskatchewan, Alberta, and British Columbia.

They have been set aside—on a scale vast enough to give room for all who love the beauty of unspoiled nature—to provide opportunities for the refreshment of mind and body and the satisfaction of those finer instincts which have so much to do with the energizing and enrichment of life. To guard such things for all who desire them, the world over, the National Parks Service of Canada exists and to all such the heartiest welcome is extended.

THOMAS G. MURPHY,
Minister of the Interior.

Ottawa,
[Canada]
June, 1931.

Moving northward toward Canada we are imprest anew with two familiar attractions—the wealth of the country in natural beauty and the habitual friendliness of our Canadian neighbors. American visitors in Canada are increasing enormously each year. There is a reason. East and West, into whatever province they travel, they find innumerable opportunities for rest and all varieties of sport. No wonder "Our Lady of the Snows" becomes more and more popular year after year.

Picturesque Nova Scotia

In our glimpses of Nova Scotia's far-flung vacation realm we reveal Canada's eastern outpost. Seashore and inland lakes, orchards and historic shrines form some of her charms. From Louisburg's ancient fortress and the idyllic Bras d'Or Lakes of Cape Breton to the citadel of Halifax, and from romantic Grand Pré to Yarmouth, city of Basque and Norse sailor and fisherman, Nova Scotia is an intriguing

A *little street called* SAILOR'S LEAP

Old Québec

He was a good French dog, that Sailor . . . the dog of the Sieur de Champlain. Daringly he leaped from the cliff to answer his master's whistle 300 years ago, and they named a street *Sault-au-Matelot* to commemorate the feat . . . so it stands to this day. You walk along it to Sous-le-Cap, narrowest street in the New World . . . and Notre-Dame des Victoires, oldest church in Canada, with an altar built like a fort . . . and under the willows of the rue des Remparts, past the long silent guns of the Grand Battery. You visit the battlemented and moated citadel, the Hôtel-Dieu, the hospital founded by the Duchesse d'Aiguillon who might have been Queen of France . . . you see a thousand beautiful and historic things . . . see them now. Reservations from Canadian Pacific, 344 Madison Avenue, at 44th, New York; 405 Boylston Street, Boston; 1500 Locust Street, Philadelphia; or Chateau Frontenac, Québec, Canada.

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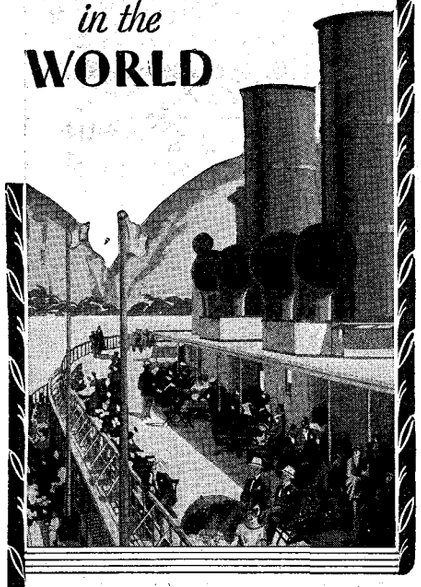

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Day Line

land. Along the north shore from Yarmouth and through the center to Halifax the Dominion-Atlantic train brings us to numerous resorts, including Digby, Annapolis Royal, Truro. From Yarmouth along the south shore, or from the north via Moncton, the Canadian National Railways intersects other playgrounds, including those of Cape Breton Island.

Halifax has through-train service from New York and Red Cross Line steamship service from New York. Between New York and Yarmouth and Boston and Yarmouth are divisions of the Eastern Steamship Lines.

Garden of the Gulf

Abegweit, "cradled on the waves," was the Indian's romantic name for the pastoral beauty of Prince Edward Island, with its summer visitors frequenting Tignish on the north, Souris on the east, Summerside and charming Charlottetown, the capital, on the south. As the Department of the Interior says:

"Prince Edward Island is a continuous garden under cultivation, a land of brilliant colors, reds and greens, surrounded by the bluest sea and inimitable beaches."

Our Canadian National train is ferried across Northumberland Strait to Borden, thence rolling overland to Charlottetown. Fortnightly sailings between Montreal, Charlottetown and St. Johns, N. F., are made by Furness Red Cross Line steamers.

An Island Norway

Newfoundland, altho not of the Dominion (it is England's oldest Crown Colony), is nevertheless closely associated with the Maritime Provinces. Its coast, indented with deep fiords; its interior, clad in dense forests, offer tourists sublime scenery and the sportsman unlimited opportunities. Rich are the rewards of those who come by steamer from Sydney, N. S., to Port-aux-Basques and take the Newfoundland Railway trip, 550 miles, to St. Johns, the capital, or take the various coastwise voyages. St. Johns is also the point of departure for a summer trip to Labrador.

Cruises between Montreal, Gaspé Coast and Newfoundland and Labrador are offered by the Clarke Steamship Company of Montreal.

Direct service, New York to St. Johns, is supplied by Furness Red Cross Line, connecting with fortnightly trips between St. Johns and Labrador.

Sportsmen's Paradise

Forest, river, and lake, salt-water bays and white sandy beaches, deer, bear and moose, fresh-water and ocean fish—what a land for the nature lover, the fisherman, hunter, is New Brunswick! If you have not angled in the Restigouche, paddled down the St. John or golfed at St. Andrews, you have missed a corner of this continent worth visiting. And if neither rod nor paddle appeals, there are places in which to see natural wonders, to envision history, and simply to rest. From the north through Metapedia Valley, Canadian National trains—and through the St. John River Valley the Canadian Pacific trains—bring us into the heart of nature. By the former line we intersect Moncton, with its tidal bore; by the latter Fredericton, the capital, and St. John, rich in history and famed also for its reversing tidal falls. At the Maine border is the rail gateway from the United States. St. John is a port for the Eastern Steamship Lines from Boston and for cross-bay service to Digby, N. S.

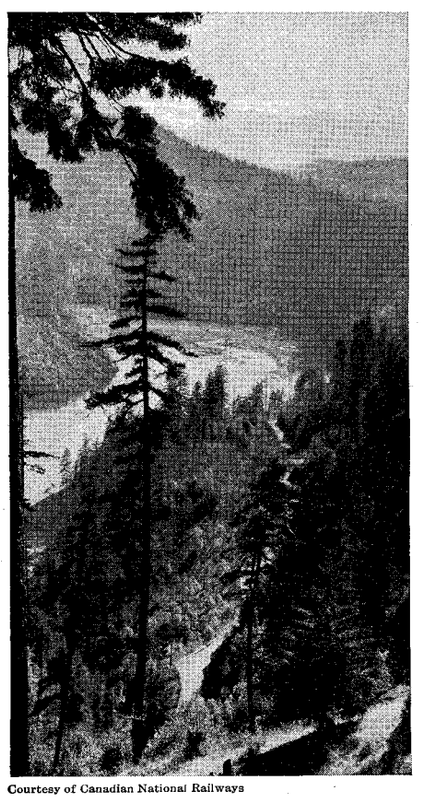
Quebec, Where the Old World Still Lives

Entering Quebec we pass the portals of New France. Listening to the chansons and folklore of habitants, visiting scenes of romantic legends, viewing historic landmarks, we are suddenly in the Old World. Here too is ocean, river, lake, and mountain.

Gaspé, Quebec's far-flung arm, is removed from the world's turmoil. At its tip is quaint Gaspé village, and southward Percé, with its great rock resembling a ship of stone. Beautiful Bay Chaleur forms the lower coast, Metapedia a gateway.

The northern Gaspé shores merge with the St. Lawrence south shore region. Here follow a succession of peaceful villages and summer colonies, such as Metis Beach, Rimouski, Bic, Cacouna, Rivière du Loup, St. Jean, Port Joli, Montmagny, Levis opposite Quebec, and others.

Across the St. Lawrence's blue waters lies another chain of communities. Opposite Rivière du Loup, Tadousac in attractive setting marks the confluence of the mysterious Saguenay fiord. Up its solitudes we may sail to its towering Capes, Trinity and Eternity. From Chicoutimi, at the head of navigation, we may continue to Roberval, center for the Lac St. Jean country.



Courtesy of Canadian National Railways

In the Heart of Vancouver Island

Following the course of Jacques Cartier up the St. Lawrence, we glimpse St. Simeon and Cap à l'Aigle, and then the stately Manor Richelieu marking Canada's fashionable resort, Murray Bay. St. Irenée and Eboulements follow. A spire marks the shrine of St. Anne de Beaupré. Historic Isle d'Orleans is skirted, Montmorency's waters follow, and then Quebec.

As we stroll along the Dufferin Terrace fronting the imposing Chateau Frontenac, there unfolds a city which is a priceless, rare old edition of Canada's storied past.

Continuing up the river, steepled villages, white against green fields—Normandy in America—dot either shore. At Trois Rivières the St. Maurice Valley, provides an approach through Grand Mère to Laurentides National Park.

At Sorel the Richelieu, lined by historic forts, enters the St. Lawrence; and beyond the crown of Mt. Royal welcomes us to the metropolis of Montreal, where ancient and modern rub elbows.

A short trip northward brings us to Laurentian resorts, St. Agathe, Mt. Laurier, Montfort, Sixteen Island Lake, etc.

Canadian National Railways and the Canadian Pacific Railway provide services to Laurentian and St. Lawrence points.

Canada Steamship Lines, operating from Niagara to the sea, provide service to Murray Bay, Tadousac and the Saguenay River.

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ST. LAWRENCE ROUTE TO EUROPE

It is a royal road of river, gulf and sea, affording varied travel experiences. The beginning is at Montreal or at Quebec. Between the first-named port and the ocean lie a thousand miles of scenic charm.

The Canadian Pacific Steamships' Atlantic fleet, comprising fifteen vessels, sail from Montreal and from Quebec. The *Duchesses* and *M* ships, such as *Duchess of Bedford* and *Montcalm*, with cabin, tourist third, and third-class accommodations, depart from Montreal. The *Empresses*, headed by the great new 42,500-ton *Empress of Britain*, sail from Quebec; they have first-class, tourist third and third-class. The *Empress of Britain* makes the crossing in five days, the other *Empresses* in six. Montreal sailings afford service to Belfast, Liverpool, London, Southampton, Glasgow, Cherbourg, Havre, Antwerp and Hamburg. *Empresses* steam between Quebec, Cherbourg and Southampton.

Also over the St. Lawrence Route four steamships of the White Star Line Canadian service are operated to European ports. All sail from Montreal, calling at Quebec en route in each direction.

Megantic, *Doric*, *Laurentic* are operated to Liverpool, calling at Glasgow and Belfast eastward and returning, calling at Liverpool, Glasgow.

Calgaric maintains service to Southampton, Havre, and London, and returning brings passengers from Southampton and Havre. She will also make two trips, August 1 and August 28, from Immingham, England, to the Norwegian fiords and North Atlantic ports.

Ontario's Limitless Playgrounds

As the Provincial Government declares, Ontario is a "land of rivers and lakes innumerable; of warm, bright days and cool, starry nights; of primeval forests and modern cities; of excellent roads and hospitable people. This is why tourists, in ever-increasing throngs, are spending their vacations, whether summer or winter, in this Province of delightful resources."

Above Montreal the Ottawa River leads us to the high bluff upon which are enthroned the Gothic buildings of the Dominion's government. Follow the Rideau Lakes chain southward and you come again upon the St. Lawrence with its seven rapids along the Ontario shores and its Thousand Island fairyland.

Beyond, Lake Ontario opens her bosom, and at Trenton begins the famed Trent Waterway winding across the Province to Lake Huron's Georgian Bay.

Toronto, the "Queen City," modern, attractive, lives up to her designation. She is the gateway to countless resort regions, many in near proximity. By motor, rail or cross-lake steamer she is approached from the United States via nature's heritage to two nations, Niagara Falls.

Following varied pathways from Toronto, we come to Peterboro, center for Kawartha Lakes waters; the isle-dotted, forested shores of Muskoka Lakes; the 30,000-island labyrinth of Georgian Bay, with Muskoka Wharf, Parry Sound and Point Au Baril adjacent; Huntsville and the Lake of Bays; Algonquin Provincial Park, with its 1,740,000 acres of loveliness; North Bay for the expansive waters of Lake

Courtesy of the Natural Resources Intelligence Service

Outdoors in the Laurentians

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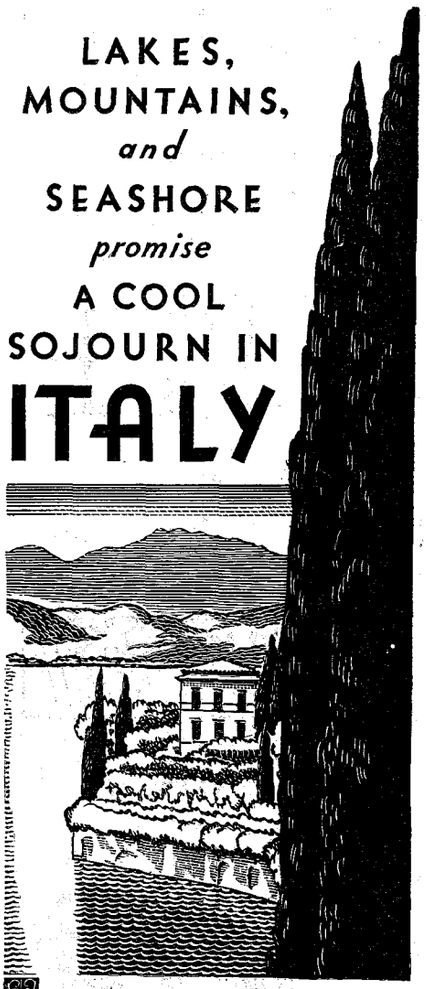

Lake Como, Lake Maggiore . . . the Alpine valley-stations . . . and the most renowned beaches of all Europe. Summer is the time to see them!

You bathe at the Lido when fashion gathers there. You paddle through the Grand Canal . . . under velvet night skies. And discover in full tide the charm of Viareggio, Rapallo, Rimini—magic names to those who love the wine-dark sea.

But know the cities, too! In Florence and Rome you may nibble frozen ices in the open piazza cafes . . . and then loiter nearby in cool stone galleries amid the treasure of the centuries.

A 10% reduction in rates has been ordered in all Italian hotels for the summer. Allow us to help you perfect your plans, in co-operation with your tourist agent. Our office is operated by the Royal Italian Government for that purpose and that purpose alone. Itineraries hotels, routes . . . valuable and impartial data on all phases of travel to make the way easy and economical. Make it a resolve not to miss Italy—and begin now by writing for a most interesting book on Italy.

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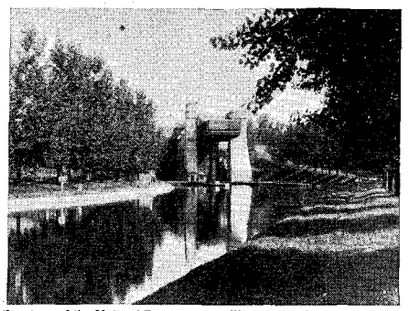
Nipissing and the French River; Temagami for its forest reserve and lake.

Beyond the Georgian Bay are Manitoulin Island and Sault Ste. Marie, Ontario, and north of Lake Superior the Nipigon Forest Reserve with its lakes big and little. Port Arthur and Fort William remind us of Canada's grain resources. West of them is Quetico Park, beloved by campers, and then, on or near Ontario's western border, the Lake of the Woods, and Kenora on Rainy Lake.

In various directions across the Province stretch the steel ribbons of the Canadian National Railways and the Canadian Pacific Railway. From North Bay (touched by both systems) the Ontario Government's Temiskaming and Northern Ontario Railway is now pushing its rails northward to Moose Factory, on James Bay, opening a new Hudson Bay Route. Service on Lake Ontario and the St. Lawrence is provided by Canada Steamship Lines. Two Canadian Great Lakes lines ply over Lakes



Courtesy of the Natural Resources Intelligence Service

One of Ontario's Charming Waterways

Huron, Superior, and connecting waters as described elsewhere in our Great Lakes section.

Prairies and "North of Forty"

From the Lake of the Woods other waters extend their call in Manitoba. We reach that Province's ultra-modern, fast-growing capital city, Winnipeg, and following the northern trail come upon the great lake of the same name. As the Dominion Government says:

"Radiating from Lake Winnipeg are routes of romantic interest. On the great rivers of the prairies and the north one may relive the days of the pioneer. Nestling among the mountains of the coast are many lakes awaiting the dip of the canoeist's paddle, and rich in legend and story are the streams that wind through the hills."

On toward the north The Pas is gateway to Canada's budding empire, reached by the new Hudson Bay Railway.

In Southern Alberta, directly adjoining Glacier National Park, Montana, is Waterton Lakes National Park, forming an international wonderland of mountain and lake.

Mountain, Lake, Coast

Culminating scenic glories of the Dominion begin as we enter the Canadian Rocky Mountains. Let us peep at some of these wonders from the car windows of each transcontinental route.

The Canadian National whisks us away from Edmonton to Jasper and Mt. Robson National Parks.

There are 5,000 square miles of mountains, lakes, streams, with Mt. Edith Cavell's silver crown towering 11,000 feet over the Athabaska Valley. From Jasper Park Lodge on Lake Beauvert, Maligne Lake Chalet, Medicine Lake Chalet, Shovel Pass Camp, tourists are offered pastimes that include mountain climbing, golf, fishing, trail riding and motoring.

West of Jasper Park the train climbs over Yellowhead Pass, crosses the Continental Divide, skirts Yellowhead Lake, joins the Fraser River, and follows Moose Lake to its end, where forks the famous

Give Dad

on FATHER'S DAY June 21

GIVE HIM the nation's greatest shirt and cravat value. The shirts are tailored with care, from fabrics that wear, with hand-cut collars that fit. The cravat has been a style, quality and long-wear favorite for 26 years. At all progressive dealers.

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Triangle Route, one leg to Prince Rupert, the other to Vancouver, with coastwise steamer trip between these ports.

"Possibly the northern leg of the Triangle affords the finer view of the Rockies," says the railway, "because, in following the broad valleys of the Fraser, the Nechako, the Bulkley and the Skeena, a more collected sight of these giants may be obtained."

If our route is by the Canadian Pacific Railway we plunge into scenic grandeur west of Calgary, entering the great Rocky Mountains National Park.

Banff and Lake Louise are centers for those who would mountain-climb, saddle, fish, golf, motor, or just rest in this region of forest, glacier, stream, and lake.

The borders of Yoho Park are crossed, and at Field and Emerald Lake further glorious scenery unfolds.

Transcontinental tourists are offered a twenty-four-hour motor-coach detour between Banff and Golden, 142 miles through majestic scenery of Rocky Mountains and Yoho Park.

Southward from this route the Banff-Windermere highway leads to Kootenay National Park and beyond.

Gateways to charming lake regions follow—Golden for the Windermere region; Revelstoke for the Revelstoke National Park and Arrowhead country: Sicamouse for the Okanagan group. By recent completion of a new line along the picturesque shores of Kootenay Lake, Canadian Pacific has established a new unbroken southern route between Winnipeg and Vancouver.

The Thompson River Canyon is entered, then the Fraser River Valley is followed to Vancouver, whence each transcontinental system provides its steamship service to Seattle on the south and Alaska on the north. From this port also depart the Canadian Pacific *Empress* steamships for the Orient, the Canadian Australasian Royal Mail Fleet for the South Seas.

Her Pacific seaboard has been aptly designated Canada's Evergreen Playground. One finds a vivid contrast in her great modern seaport, Vancouver, and her queenly capital, Victoria, on Vancouver Island. Each city is a place of unending delight to the tourist.

OFFICIAL INFORMATION

No other government is better equipped to supply information to visitors. The Natural Resources Intelligence Service of the Department of the Interior at Ottawa will gladly supply maps and special information regarding any portion of Canada.

Available literature includes:

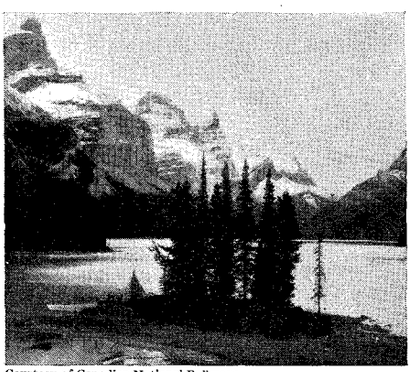
Vacations in Canada — Motoring in Canada
Fishing in Canada — Camping in Canada
Canoe Trips in Every Province
Booklets on Historical Places
Motor Routes and General Maps

Ontario's attractions are also set forth in a booklet issued by Director of Publicity, Government of the Province of Ontario, Toronto.

Special data on British Columbia may be obtained from the Puget Sounders and British Columbians Associated, Seattle, Washington.

Detailed information on Newfoundland and Labrador may be obtained from the Newfoundland Tourist Bureau, St. Johns, and from the Furness Red Cross Line, New York.

Attractive booklets are issued by Canadian Pacific Railway; Canadian National Railways; Canada Steamship Lines.



Courtesy of Canadian National Railways

Camping in Sublimity of Jasper National Park

Golfers, have you heard the best golf news of 1931?

THE NEW-SIZE

KRO-FLITE

is just as long as the old!

THEY said 1930 distance had passed from this earth forever. They said that, under the new specifications, *all* golf balls would be shorter.

But they didn't reckon with Kro-Flite's patented cover! That cover—which has gained undying fame because of its unequaled toughness—permitted certain very important refinements in the manufacture of the Kro-Flite Ball.

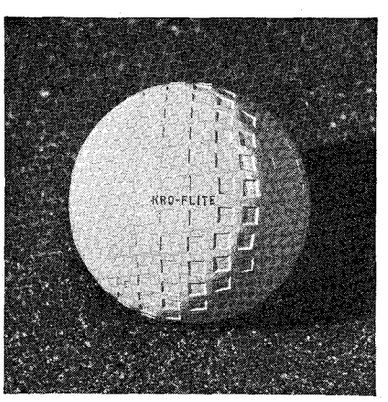
How important? The Driving Machine can answer that. The Driving Machine—in hundreds of tests at Chicopee, Mass., and Pinehurst, N. C.—proved that, except in the teeth of a gale, the new-size Kro-Flite is just as long as the old. And with the wind, it's longer!

The Driving Machine also proved that Kro-Flite is the only ball that does retain its distance. All other balls made in the new size were tested, too. And every other ball was shorter in the 1931 size than it was in the old.

The closest thing to Kro-Flite's great achievement is found in the Spalding Ball. The Spalding Ball is just a trifle behind its 1930 distance. But it's longer than any other new-size ball—it's still the world's longest golf ball!

If you top a shot occasionally, play the Kro-Flite. It *can't* be cut! If you are a low-handicap golfer, play the Spalding.

Your Professional, Spalding Dealer or any Spalding Store will supply you. © 1931, A. G. S. & BROS.



KRO-FLITE

made by Spalding

each

75

cents

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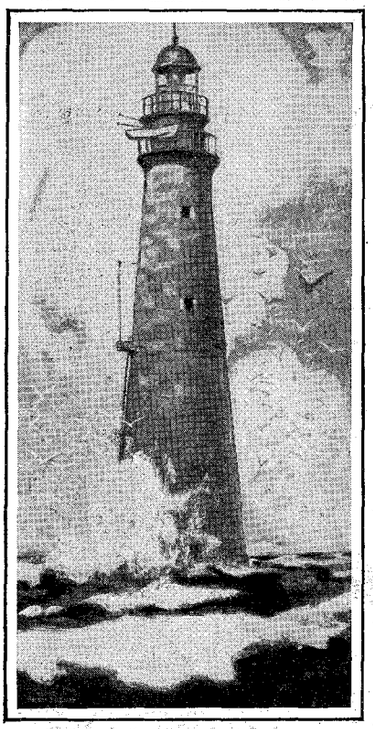

Minot's Ledge Light—on Outer Minot near the entrance to Boston Bay. Established eighty-one years ago.

Character beams forth in silvery rays as the light-house flashes its guiding message to passing ships. Character stands out, too, in the pleasant fragrance and rich flavor of

Old Briar TOBACCO

WIDER, day by day, spreads the circle of OLD BRIAR friendships. Men who have tried many other brands find in OLD BRIAR'S inviting fragrance and flavor a sparkling quality they have never known before. It is not just another brand to be sampled with indifferent enjoyment. It is a different kind of blend . . . a rare combination of choice tobaccos . . . with a distinctive character you will like.

15c size

UNITED STATES TOBACCO COMPANY
RICHMOND, VA., U. S. A.

INVESTMENTS AND FINANCE

"Post-War War" Blamed for World Depression

"THE quickest way and the only way to mend the depression is to end the war."

This pronouncement comes from *The Wall Street Journal*, which says that the trouble is not with the expenditure on armaments, but "the state of mind behind the expenditures."

Nobody is fighting in Europe, "but there is no peace—yet," insists *The Wall Street Journal* editorially:

That is at the bottom of the matter.

The world wants long-term credits, and it can not get them from the two countries which are in a position to supply them. It can not get them from United States investors, because United States investors do not believe that it is safe to make them, and they do not believe that it is safe to make them, because of the danger of a renewal of fighting.

French investors will not make them, because they believe that the security of France against attack by her ancient enemy is still unassured.

Gold stocks are frozen in two countries which have no use for them, not only because of tariff obstacles to trade but also because the European political horizon is too cloudy to permit of international capital movements on an important scale.

Tariffs and debts are the accidents, not the substance of the present matter, and can be dealt with when the substance has been met and controlled. Armaments are the outward and visible signs of that substance.

THIS "post-war war" idea is also taken up by Thomas F. Woodlock in his column in *The Wall Street Journal*. He says:

The treaty left Europe covered with an ice-mantle of war-psychology, much as it was buried some thousands of years ago in the last glacial period.

Here and there, the glaciers have shown signs of melting at the edges, but the thickest and most solid stratum covers the one nation in Europe which is the strongest in military force, the richest in financial resources, the most tenacious of the power that rests in both, and the most determined that the war shall not be finally liquidated upon terms that will give her former enemy a chance really to recuperate.

The war debts and the tariffs together with the closed purse-strings are the machinery with which the "post-war war" is being waged, and the so-called "civilized world" is being slowly strangled by this machinery.

Coming back to the editorial page of *The Wall Street Journal*, we find these closing sentences:

It has been said that world history can be told in a cycle of six words—Peace, Prosperity, Pride, War, Poverty, Peace.

Let us hope that the "poverty" from which the world is to-day suffering may be the harbinger of peace, and that in at least so much the history-cycle may run true to form. A reduction of armaments will be the first evidence that it will so run.

Pre-Presidential Year Security Markets

IN trying to forecast business conditions and security prices for the rest of the year, financial writers search diligently for parallels.

We find Leslie Gould, financial editor of the New York *Journal*, recalling that next year is a Presidential year, and in looking over the record he finds that it "has been the tendency for business to revive in pre-Presidential years when these years followed ones of depression—to wit, 1919 and 1915." He takes the eight last Presidential elections and notes that "in four of the years preceding the campaigns the bulls have had the bears on the run in the stock markets." In three of the years the bears had their way, "while the eighth was a tie, the market making little or no progress either way." In these years—

The business world had one boom session, two that started off with business reviving from a recession and reached prosperous heights, and three that started with a boom and wound up with a mild depression.

There was one panic year and one of mild depression.

Here is the way the business tide flowed in the past eight pre-Presidential years, as set down by Mr. Gould:

1927—Prosperity, mild depression—the pause before the start of the 1928-1929 boom.

1923—Prosperity, recession—a sort of secondary reaction following the 1920-21 depression.

1919—Revival, prosperity—following the let-down after the war.

1915—Revival, prosperity—following the prewar slump of 1914.

1911—Mild depression—preceding a year of revival and prosperity.

1907—Prosperity, panic, recession, depression—the whole gantlet of a business cycle.

1903—Prosperity, recession—the period of hesitation in a boom, not unlike 1927.

1899—Prosperity—the peak after the settling of the silver troubles.

AND the stock-market record of these pre-Presidential years is briefly stated like this:

1927—Stocks on the average shot up 45 points, only to fall back 20 in one month, and then rebounded to a new high, making up all the ground lost and three points to boot.

1923—Rose for two months and then tumbled 19 points, but recovered half the losses before the year closed.

1919—Soared on the average 40 points, losing only 15 points of the gain in the closing month.

1915—Boomed, rising nearly 45 points, and holding of the gain.

1911—Finished the year at practically the same level at which it started.

1907—The year of the panic—the market dropping 43 points, and recovering virtually none of the loss that year.

1903—Slumping market, dipping 24 points, and only winning back 7.

1899—Rose 10 points and then flattened out, finishing around the year's peak.

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What are YOU doing to improve your Financial Position during the next 10 Years? . . .

Now, through this Modern Investment Plan, you can share in the profits of America's leading industries

THINK BACK . . . ten years ago. Call to mind your hopes and aspirations at that time—the plans you were making for getting ahead. Be honest with yourself! How far have you actually progressed since then? How much real headway have you made?

Today, thousands of serious-minded men are asking themselves such questions. By their answers they place themselves in one of these three groups:

In the first group are those who delude themselves into contentment with "progress" simply because they have increased their incomes over the years. The second group contains those who point to a slowly rising "rainy day" reserve fund as an indication of accomplishment. In the third group you find the men who really *are* getting somewhere. They realize that the goal of success is reached not merely by earning money and spending a little less, but by *making money work for them!*

In which of these three groups do YOU belong?

The fact that you are now reading this advertisement places you automatically in the third group—with the keen-minded and earnest men who are considering steps to build their financial future.

Perhaps, just at present, you haven't a penny invested in a way to create financial independence for you and your family in the years to come. That doesn't matter. The important point is that you realize it *must* be done and are now wondering how best to do it.

Here's an answer to men who really want to know how to make their money WORK

Until recently one of the best ways of gaining maximum accumulation of capital—and providing income at the same time—was barred against men of moderate resources. This method, employed by practically every man who has built up an estate for himself, calls for the purchase and holding of a widely diversified group of common stocks in the basic industries of this country. In the past, the capital of a rich man was required even to *begin* such a program of investment. Now this handicap no longer exists.

Today, through the medium of two Fixed Investment Trusts, even the man with as little as $100 can share in the profits of such giant corporations as the American Telephone and Telegraph Company, United States Steel Corporation, Pennsylvania Railroad, General Electric and a score of others—the same broad list of stocks which have helped to build many of the fortunes in this country.

What is a Fixed Trust?

A Fixed Trust is a group or "portfolio" of common stocks, carefully selected and deposited with a responsible bank which acts as trustee. Certificates of ownership—Trust Shares—are then issued to investors in small or large denominations. The trustee collects all dividends and accounts to trust shareholders for the details of every transaction. The trust shareholder clips a coupon each six months which entitles him to his pro rata share of the moneys received by the trustee for distribution.

North American Trust Shares and Cumulative Trust Shares give you an interest in America's Basic Industries

The stocks included in these two Fixed Trusts represent a cross section of essential American industries. Some notion of their soundness may be gained if you will try to imagine this country deprived of these enterprises—existing without our great telephone, power and railway systems, without our oil resources and refineries—to mention but a few. Practically every purchase you make, or service bill you pay, is helping to enrich some of these companies.

At last the once closed door is open—and your turn to *share* in their future is here!

GET ALL THE FACTS!

In a simple and fascinating way the story of Fixed Trusts is told and explained in a booklet called *"Money and You."*

If you are planning to improve your financial position during the coming ten years, you will find this booklet an important aid to you immediately. The coupon below will bring you a copy by return mail. Write for it—TODAY! If you act promptly you will also receive *without cost* a portfolio designed to hold valuable papers.

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Without obligation on my part, send me Booklet D-3 "MONEY—AND YOU" which gives information about North American Trust Shares and Cumulative Trust Shares. I should like to have, also, one of the Valuable Papers portfolios, without cost.

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The Alien's Eye for Real Estate

IT takes an immigrant who has been in this country for only a few weeks really to appreciate the advantages of real-estate investment, it seems.

Foreign-born push-cart venders, laborers, factory hands, and domestics, Italians, Germans, Swedes, or Greeks, as the case may be, "listen with wide-eyed amazement to the stories they hear of rising realty values, and hasten to place their first surplus funds in the land of their adoption."

This comes from one of the press statements sent out by the National Association of Real Estate Boards from Chicago. The amazement of these foreign born, we are told, is due to the fact that they "come from countries where land values remain the same for generation after generation because of the non-expansion of cities."

Mr. George F. Nixon, head of a Chicago real-estate firm, has records of thousands of sales to foreign-born wage-earners—homes, commercial buildings, income properties, and vacant lots have been bought and continue to be bought by janitors, waiters, and bootblacks, who create their first surplus funds for this and no other purpose.

OFTEN, we are told, these people come into a real-estate office with a handful of coins "wrapt in the proverbial red handkerchief." They buy tiny homes in far-distant areas, sell on rising markets, use the proceeds to buy larger structures for rental, sell again and again, and sometimes end with sky-scrapers. Many a fine apartment building in Chicago to-day is owned by the janitor who has not lost his head and continues to roll out the ashes.

Continues Mr. Nixon:

The Greeks buy commercial and income properties, and the Germans and the Swedes are the biggest buyers of homes and home sites. The Greeks will let their home problem wait while they get the best sites for ice-cream parlors, and they have the best corners in the Chicago outlying areas, bought with tiny sums painfully saved from their little fruit stands.

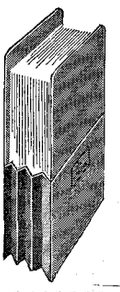
The Greeks in Chicago had bought out the best saloon corners long before Prohibition drove the saloons out of business. Standing in the rain and snow and in the summer heat beside the stands they erected in front of the saloons, they dreamed of marble-topped soda fountains and great, glass candy cases. They never had a real-estate salesman spread his charts and maps before them to show them the traffic advantages of these locations. Waiting patiently beside their peanut stands, they gaged the crowds, and they bought these corners with "peanut" money.

As Tony said, when he came into my office in 1921, "Meester Nixon, I want to catch me a nice young corner so it grows old with me."

Not long ago a man in workman's garb came in and asked for me. He wanted to know if we handled big "trades." I said, "What kind of a trade?" "Well," he said, "I have some vacant property and I would like another apartment building." He owned one of the finest big buildings in Chicago, and he was still working as a

Here comes the bride

...very often means "There goes my file clerk." Would such an event in your office disrupt your routine? Could a strange clerk enter your filing department and instantly locate papers, or would she be handicapped by bulging flat folders?



Vertex FILE POCKETS in your filing cabinets will assure you uninterrupted, efficient service. Always erect in the cabinet with index tabs plainly visible, they will expand as the papers increase and will outlast twenty manila folders.

We offer a free Vertex Pocket to all users of vertical files.

Cut Here

Please send me for trial in my files a free sample of the Bushnell Paperoid "VERTEX" File Pocket, as described in June 6, 1931, Literary Digest.

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June Weddings
can be made conventionally correct in every detail if the persons concerned consult the "Blue Book of Social Usage"—
ETIQUETTE
By Emily Post
712 pages; crown 8vo size; 19 pages on Courtships and Engagements; 39 on Wedding Preparations; 39 on The Day of the Wedding; full-page pictures of decorations for home and church weddings, with frontispiece of a "Bride's Bouquet."
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janitor. He started with a small house. He sold it and bought a two-family house, rented one-half of it, lived in the other, and made enough with which to purchase a small apartment house. He pyramided sensibly, selling his holdings and using the proceeds to make a payment on a little larger project until, when he came into see me, he was a large realty owner.

The American who grows up next door to a thriving subdivision and never thinks of investing in the land, should profit by the example of these strangers in our midst who often see these opportunities first.

Hard Money to Soften Hard Times

IF you want to help end the business depression, comes the suggestion from Washington, "go out and get two dollars or three dollars in small change, pennies, nickels, and dimes, and always carry plenty in your pockets, so that it will be unnecessary to waste time in changing bills when you make purchases." The idea is passed on by a New York *Evening Post* correspondent.

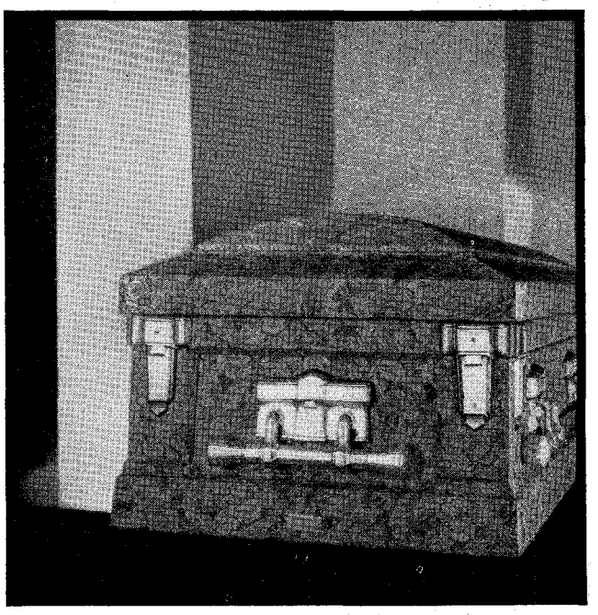
We are not told that carrying change will boost the "buy-now" campaign because it is so much easier to spend silver than to break a new bill. Rather, the theory seems to be that if the change-carrying idea were widely adopted, it would substantially increase the demand for copper and silver, in the opinion of government officials, and would save millions of dollars' worth of time. The point is made that:

Universal use of more coins would necessitate purchase of 200,000,000 additional ounces of silver, it is estimated, and, incidentally, would save wear and tear on paper currency, replacement of which is quite an item in the Treasury's budget.

THE same idea is enlarged on by J. C. Royle, who has been listening to some of the business experts in the government departments, and who quotes them in his syndicated letter from the capital as saying that the wider use of small change "would cut distribution waste $500,000,000 a year through the saving of time." This, of course, is a mere guess, but these experts, we are told, "point out that millions of hours of time are wasted through the making of change and waiting for change."

The objection to carrying the heavy silver dollar, continues Mr. Royle, probably would not apply to carrying more quarters and dimes. Of course, if we bought more silver that would "revivify trade with the Orient, improve demand for American goods from Mexico, and improve earnings of domestic mining companies." This writer continues:

The bankers of the country long have advocated that every one pay as they go, and now they are urging that they have the exact amount ready. This has worked excellently for street cars, buses, and subways, and in the use of automatic vending-machines. The merchants are coming to the belief that they have overlooked a factor in profits, and are beginning to establish change booths.



A National hardwood casket covered with silver and black tapestry

Is this purchase so different, after all?

THE purchase of any unfamiliar article is always difficult. Lacking any technical knowledge of construction, the purchaser must base his decision mainly on two things: the materials used, and the reputation of the manufacturer.

This is especially true in the purchase of a casket. The selection is made under the most trying circumstances when it is very difficult to think clearly.

Nevertheless, the casket must have certain definite qualities if it is to be worthy of selection.

The first of these—beauty—is, of course, almost entirely a matter of personal taste. But, in addition, and just as important, there should be definite and trustworthy assurance of underlying protection and strength.

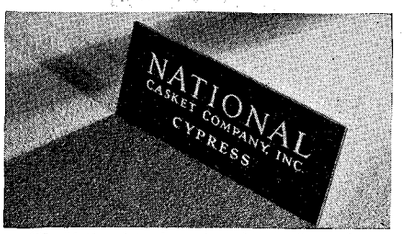
The National Casket Company's trademark gives you this assurance. Your funeral director will point it out to you. Every National casket—be it made of bronze, copper, Armco Ingot Iron, or hardwood—carries it.

And this trademark may be confidently accepted as a guarantee of quality. It is the pledge of the country's leading casket manufacturer that in every detail—design, materials, workmanship—the casket represents the finest obtainable in its price class.

National caskets are available everywhere, but only through funeral directors—men who believe in recommending the best and in serving their clients well.

Send for "Funeral Facts"

So few people are familiar with the details of funeral arrangements that we have published a booklet, "Funeral Facts," which frankly discusses this little-known subject. It may be obtained from any funeral director who sells National caskets. Or we will mail one or more copies in a plain envelope on request. Such requests will, of course, be regarded as strictly confidential. Just write to: Dept. D-6, 60 Massachusetts Avenue, Boston, Mass.



The National trademark—ask your funeral director to point it out.

NATIONAL CASKET COMPANY, INC.

Display Rooms in Thirty Cities

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Singing Shave

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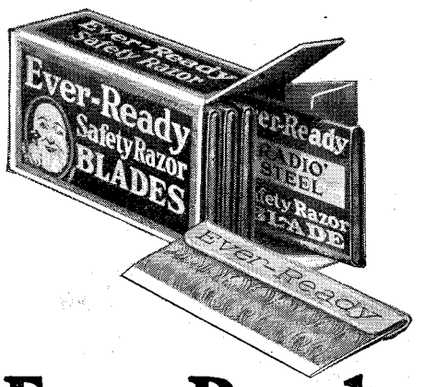
Naturally you "smile, smile, smile" —when you shave with an Ever-Ready Blade. And you sing, sing, sing. Harmony flows from your lips—because harmony follows the Ever-Ready down your cheeks.

Be a Singing Shaver. Buy a pack of Ever-Ready Blades. Demand the genuine—they're guaranteed.

American Safety Razor Corp., Brooklyn, N.Y.
Also makers of Ever-Ready Shaving Brushes



Ever-Ready Blades shave perfectly in old-type **GEM** razors

The Spice of Life

(TITLE REGISTERED IN U. S. PATENT OFFICE)

The Captain.—BUMP—"Has your wife learned to drive the car yet?"

BUMPER—"Yes, in an advisory capacity."—*College Humor.*

Widow's Lament.—"Don't talk to me about lawyers, my dear. I've had so much trouble over the property that I sometimes wish my husband hadn't died!"—*Sydney Bulletin.*

Champion Physiognomist.—"How did you find your date at the dance last night when the lights went out?"

"I picked her out by the Braille system."—*S. C. Wampus.*

Knows Where He Gets Off.—"I say, Briggs, don't you ever take your wife out with you in the car?"

"No fear. I can't contend with both of 'em together."—*Liverpool Echo.*

Tidy Boy.—CRAB—"I say, old fellow, why on earth are you washing your spoon in your finger-bowl?"

COD—"Do you think I want to get egg all over my pocket?"—*Annapolis Log.*

Ma Has His Number.—WIFE'S MOTHER (to gardening son-in-law)—"I hope you're being careful when you dig up a worm, Richard. Remember it can feel and think just as well as you can."—*Boston Transcript.*

Poisoned Dagger.—"So Ethel returned your engagement ring?"

"Yes, she mailed it to me and she had the nerve to paste a label on the outside of the package: 'Glass, handle with care.'"—*Advocate.*

They Want the Best.—"It is extremely difficult to distinguish between weeds and young plants," says a correspondent. Our neighbors' hens seem to manage it quite easily.—*The Humorist* (*London*).

Brief Rapture.—"If you were to fall heir to sudden wealth overnight, what would you do?" asks a magazine ad.

Nothing. The darn alarm would go off before we could get a chance to spend a cent of it.—*Cincinnati Enquirer.*

So Why Worry?—A boy was about to purchase a seat for a cinema in the afternoon. The box-office man asked,

"Why aren't you at school?"

"Oh, it's all right, sir," said the youngster, earnestly, "I've got measles."—*Outspan.*

Over the Hill to the Poorhouse.—"Why so sad?"

"I am insolvent."

"How much have you made over to your wife?"

"Nothing."

"How much money have you invested abroad?"

"Not a penny."

"Man alive! You are not insolvent—you are ruined."—*Lustige Blaetter.*

Slips That Pass in the Night

Make 'Em Strong.—Stew one pint of new peas with three small white opinions.—*Hackensack* (*N. J.*) *paper.*

Might Throw in a Shine.—This Week—Hair-cut, shave, shampoo and tonic, all for $60.—*Ad in an Orlando* (*Fla.*) *paper.*

Thunder and Hail.—

THE WEATHER

Temp. hrd hrdl hrdlu hrdly hrd h hO—*Milwaukee Journal.*

Costume Party.—Especially well received was the duet sung by Mrs. E— and Mrs. P—with the former disguised as a lady.—*Pompton Lakes* (*N. J.*) *paper.*

And Then the Alarm Rings.—

BACHELORS PREFER BEAUTY
TO BRAINS IN THEIR WIVES.
—*Denver Post.*

How About the Cosmetic Chickens?—The ordinary cosmetic cat is said to be the result of crossings between the sacred Egyptian cat and the wild cat of England.—*Detroit Free Press.*

Hard on the Seams.—Grant Dalton lay back in his chair, apparently at ease; Philip standing with one foot on the fender and other on the mantel looked anything but happy.—*Charlotte* (*N. C.*) *Observer.*

Signs of Fatigue.—Tuesday he has another busy day, a speech at noon at the Pan-American union, a baseball game in the afternoon, and a radio speesh on the Tuskegee anniversity at night.—*Manhattan* (*Kans.*) *paper.*

Hats Off to These Veterans.—

PASSION PLAY
First Played in Freiburg in 1264
The Original German Company
First American Tour

—*Program, University of Arizona Stadium.*

George W. Leo, Esq.—Q. Do all male lions have names? What are they for?

A. Young males have none and sometimes they never acquire more than a scanty name, but the nameless lion seems not to exist as a separate race. There is great diversity in this feature, even within the same litter. The name is evidently a sexual ornament, and also a shield, which offers some protection in combat.—*Wisconsin State Journal.*

Art Critics Beware.—

The Painter's Favorite
Method of Attack
Is to Hide
Crouched
Upon a Tree Limb
and Leap
Down
Upon Its
Victim

—*Caption in the New York Herald-Tribune.*

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To decide questions concerning the correct use of words for this column, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

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adjective or adjectival clause.—"C. D. U.," South Lancaster, Mass.—There is no difference between these phrases. Both *adjectival* and *adjective* are adjectives, the latter having been in use since 1414, and the former since 1797.

adverb.—"R. R. C.," Ellwood City, Pa.—An adverb should be placed as near as possible to the word it is intended to modify. Therefore, "John Smith *also* was arrested" is the correct form.

Albion.—"W. E. B.," Yonkers, N. Y.—The name *Albion* is a rare or poetic name for Great Britain, and dates back to ancient times. It was suggested by the white cliffs on the southern coast. *Perfidious Albion* was a favorite expression of Napoleon I.

been.—"W. E. K.," Stamford, Conn.—The American pronunciation of the word *been* is *bin* (*i* as in *tin*) when the word was so spelled. This is in harmony with the pronunciation brought over by the Pilgrim Fathers when they settled in America in 1620. In England the sound given to the digraph *ee* is the same as that given to "i" in *police*, so the word may be used to rime with *scene*, and the pronunciation is the same as is heard when *keen*, *seen*, etc., are spoken.

camellia.—"R. N. C.," Redlands, Calif.—The correct pronunciation is *ka-mel'i-a* (first *a* as in *final*, *e* as in *get*, *i* as in habit, second *a* as in *final*).

certiorari.—"P. P. H.," New York City.—This is used to designate, "a writ from a superior to an inferior court directing a certified record of its proceedings in a designated case to be sent up for review. The writ is issued upon the complaint of a party that justice has not been accorded him in the inferior court, and that he can not have an impartial trial there." It is correctly pronounced *sur''shi-o-re'rai* (*u* as in *rule*, *sh* as in *ship*, *i* as in *habit*, *o* as in *obey*, *e* as in *prey*, *ai* as in *aisle*).

chocolate.—"H. T.," Bronx, N. Y.—This word is correctly pronounced *chok'o-lit* (*ch* as in *chin*, *o* as in *not*, second *o* as in *obey*, *i* as in *habit*), not *chok'lit* (*ch* as in *chin*, *o* as in *not*, *i* as in *habit*).

cod, to.—"V. A. C.," New York City.—*To cod* a person, in the sense of *to kid* a person, has been used in our language since the middle of the last century. It may be related to the word *cod*, meaning "a fool." Some people try to explain that word by saying it is an abbreviation for *codger*, as it seems to be used in some instances. But, it appears in our literature earlier than *codger*, so this relationship is doubtful. No one can give any accurate information about its origin.

cut ice.—"W. D. A.," Syracuse, N. Y.— This is an English idiom meaning, "make an impression as one who cuts a figure on the ice in skating." The origin of this idiom is unknown, as are the origins of many others, because of the rapidity with which they spring into existence.

dirigible.—"D. B. M.," Lincoln, Neb.—The correct pronunciation is *dir'i-ji-bl* (first *i* as in *hit*, second and third *i's* as in *habit*). The pronunciation *di-rij'i-bl* (first and third *i's* as in *habit*, second *i* as in *hit*) is incorrect.

dogmatic.—"A. S.," New York City.—This word is an adjective meaning "characterized by positive assertion, making statements without argument or evidence; of the nature of or pertaining to dogma; characterized by dogmatism, opposed to critical." It comes from *dogma*, "doctrine, settled opinion, accepted principle, etc." The word *dogma* is a direct transliteration from the Greek word which means "opinion." It in turn comes from *dokeo* meaning "to think."

economics.—"W. T. A.," Ocala, Fla.—The preferred pronunciation is *ek''o-nom'iks*—*e* as in *get*, first *o* as in *obey*, second *o* as in *not*, *i* as in *habit*.

irrevocable.—"C. M.," Ridgewood, N. J.—The correct pronunciation is *i-rev'o-ka-bl* (*i* as in *hit*, *e* as in *get*, *o* as in *obey*, *a* as in *final*). This word is frequently mispronounced *i-ri-vō'ka-bl* (first *i* as in *hit*, second *i* as in *habit*, *o* as in *go*, *a* as in *final*).

long oil, short oil.—"J. M. B.," West Bronx, N. Y.—The phrase *long oil* is used in the paint and varnish industry to indicate those varnishes which have a large proportion of oil to the amount of gum. The opposite term is also used—*short oil*, to indicate those varnishes which have a small proportion of oil to the amount of gum. These terms are based on the number of gallons of oil per 100 pounds of gum.

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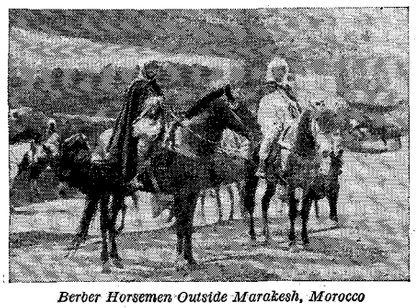

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melting pot.—"H. G. C.," Atlanta, Ga.—This phrase was used in our literature in its literal sense as early as 1547, and in its figurative sense as early as 1679. Originally, the *melting pot* was a crucible into which pieces of gold, often old jewelry, were put and melted down and refined. To Israel Zangwill, a British author of Jewish parentage, we owe its application to the United States. His play, "The Melting Pot," which dealt with the immigration problem, appeared in 1908. The phrase *melting pot*, referring to this country, means a place into which different races and nationalities of people come, and where they are fused into one nationality and become Americans.

patronize.—"L. L. C.," Pine Bluff, Ark.—This word may be pronounced *pat'ran-aiz* (first *a* as in *fat*, second *a* as in *final*, *ai* as in *aisle*) or *pē'tran-aiz* (*e* as in *prey*, *a* as in *final*, *ai* as in *aisle*).

quidnunc.—"P. T.," Euclid, Pa.—The word *quidnunc* is a combination of two Latin words. *Quid*, the neuter interrogative pronoun, means "what," and *nunc*, an adverb, means "now." Literally, *quid nunc* means "what now?" Written as one word, *quidnunc*, it has come to mean, "a person who is curious to know everything."

recision, rescission.—"A. E. D.," Boston, Mass.—The first term means "a resection, cutting off, a pruning," and should never be confused with *rescission*, meaning "the act of rescinding, cancellation."

scrumptious.—"A. W.," New York City.—This is a slang term meaning, "very particular, overnice, fastidious, elegant, stylish, etc."

seasons of the year.—"C. R.," St. Paul, Minn.—The names of the seasons are not capitalized unless used as personifications; as, "in the *spring* we planted corn."

Soho.—"I. H.," New York City.—*Soho*, the London district, got its name from a mansion that stood in that region in the time of Charles II. This dwelling belonged to the unfortunate Duke of Monmouth.

Soho came into the language as a hunter's call in the thirteenth century. It was used particularly in the hunting of the hare with harriers, and corresponds to the "tally-ho" of the fox-hunters when they see the fox breaking cover.

The tradition concerning *Soho Square* is that the Duke of Monmouth used the term as a watchword during the battle of Sedgemoor in 1685, but historians think that just the reverse of this is true—that the Duke selected the watchword from the name of the locality in which he lived. The name of the place existed before 1630.

soldier of fortune.—"E. B. K.," New York City.—This is an idiomatic phrase, and means "A military man who serves where opportunity for service presents itself."

Thames.—"M. E.," Norwich, Conn.—Cæsar, in his Gallic War, tells us that at the time of his invasion of Britain, the river was called *Tamesis*. Part of this name is still heard in the County of Oxford where a branch or tributary stream or, perhaps, an outflow of the stream itself, is called *Isis*. Cassius and Tacitus, however, called the river *Tamesa*. Two hundred years after the Saxon invasion of England came the form *Thamis*, which occurs in the grant of Frithwald to the monks of Chertsey. The name of the river was written *Temes* by King Alfred, who also used the form *Temese* in the ninth century, but in the "Vision of Piers the Plowman" of 1377, the spelling *Themese* was used. In 1503 the Rolls of Parliament contained the following: "Ryvere called the *Thamyse* otherwyse called the *Temmesse*." Spenser referred to the Thames as *Isis*, and Herrick gave us the form *Thamesis*. In 1824, the spelling *Thames* was used in an Act of Parliament, and by 1649 this form was in fairly common use. It was used by Addison in "The Spectator," and has been used by us ever since. The Anglo-Saxon thorn is the equivalent of our *th* and has been described as *th* in Modern English. The *h* in the *th*, still retained in *Thames*, is now silent, presumably through the influence of the Latinized form *Tamesis*.

"thunder in the index."—"R. L. F.," Atlanta, Ga.—This phrase, which occurs in "Hamlet," act iii, scene 4, is a promise of vociferation or noise at the close. Notwithstanding the fact that it has been before the public for many years, we have not found it commented on by the Shakespearian scholars whose works are available, and can only conclude that the accepted meaning is rendered as given here.

transpire.—"C. H. F.," Fairmont, W. Va.—*Transpire* comes from the Latin *trans*, "across," plus *spirare*, "to breathe." It means, "to emit or cause to pass in the state of vapor through the walls or surface of a body; especially to give off or discharge waste matter, etc., from the body through the skin; of plants, to give off watery vapor; also, to exhale an odor, or to breathe forth fire and vapor." It is also used in a similar way as an intransitive verb. Figuratively, it means, "to escape from secrecy into notice, to become known by obscure channels"—a use which dates from about 1740. In the United States it is erroneously used to mean, "to occur, happen, to take place." This use, which seems to date from about 1800, for it first appears in Webster's Dictionary in 1828, has not been established in literature as desirable.

Warwick.—"J. S.," New York City.—The name of the ancient English county town and earldom is pronounced *wor'ik* (*o* as in *not*, *i* as in *habit*), while that of the county in Virginia, the village in New York, and the town in Rhode Island is pronounced *wor'wik* (*o* as in *nor*, *i* as in *hit*), or *wor'ik* (*o* as in *not*, *i* as in *habit*).

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